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# 1 PURPOSE & NEED

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## 1.1 INTRODUCTION

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) propose to modify the adopted route for State Route 65 (SR 65) in Placer County in the vicinity of the City of Lincoln from Kilometer Post (KP) 19.3 to 38.3 (Postmile [PM] 12.0/R23.8). This will allow for the identification and preservation of a new corridor for the eventual staged construction of a four-lane freeway with interchanges at selected locations, and the ultimate relinquishment of a portion of the existing SR 65 to the City of Lincoln and Placer County. The project begins near the junction of Industrial Avenue and SR 65 just south of the City of Lincoln and extends to the Bear River, just north of the town of Sheridan. (Please see Figure i, ii and iii following the Summary.) For a complete description of this project, please see Chapter 2, Proposed Alternatives and Figure 2-1.

This document has been prepared in conformance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) requirements to address potential environmental effects of the proposed adoption of a corridor and construction of a highway. Its purpose is to help decision makers and citizens make an informed evaluation of this project based on an understanding of its environmental consequences, and to recommend actions to protect, restore and enhance the affected environment by avoiding sensitive areas, minimizing impacts and mitigating for unavoidable impacts.

The Draft EIS/EIR was circulated for a period of 55 days from November 15, 2001 to January 15, 2002. During the draft EIS/R circulation period, public hearings were held to provide an opportunity for public comments and concerns. Comments and the response to comments from the Draft EIS/R circulation period and public hearing can be found in Appendix K.

No sooner than thirty days after the Final EIS is made available to the public and those who commented on the Draft EIS, a Record of Decision (NEPA) is published in the Federal Register. The Record of Decision explains which alternative has been selected and the rationale for why it was selected, summarizes mitigation and monitoring and summarizes efforts made to minimize the environmental impacts. It should be noted that at a future date FHWA or another Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that a final action has been taken on this project by FHWA or another Federal agency. If such notice is published, a lawsuit or other legal claim will be barred unless it is filed within 180 days after the date of

publication of the notice (or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed). If no notice is published, then the lawsuit or claim can be filed as long as the periods of time provided by other Federal laws that govern claims are met.

The proposed project is partially funded and is programmed in the SACOG Metropolitan Transportation Plan (MTP) 2027 which was found to conform by the SACOG Board on March 16, 2006, and FHWA and FTA adopted the air quality conformity finding on April 20, 2006. The project is also included in the SACOG's financially constrained 2004-2006 MTIP, which was found to conform by FHWA and FTA on April 20, 2006. This proposed project's preferred alternative design, concept and scope are consistent with the above-mentioned documents, the 2004 STIP, and the proposed 2006 STIP. A local air quality analysis (Carbon Monoxide) has been performed.

In order for the project to be included in the MTIP, it must be in conformance with air quality standards and must meet certain criteria. This project has been analyzed and will not significantly change the air quality in the City of Lincoln.

### **1.1.1 Project History**

SR 65 runs between the Placer County line to just north of Wise Power House Road and was adopted as a freeway by the California Highway Commission, (now known as the California Transportation Commission (CTC)) on May 20, 1964. Since that time there have been considerable changes in land uses along the existing alignment from Roseville through Lincoln. Once primarily agricultural in nature, the past thirty years has seen a shift to industrial, residential and commercial land uses within the corridor. In the 1980s, the city of Lincoln, recognizing the need to preserve a corridor for another route due to growth in the area, requested the CTC to consider a modification to the Route for the portion between Industrial Avenue to just north of the city of Lincoln (Resolution No. 87-23). This project is one of several transportation projects responding to the growth in the area. These are listed in Section 1.3.11 later in this chapter.

Caltrans prepared a Project Study Report for a new Route Adoption for the Lincoln Bypass in July 1987. In November of that same year, a public informational meeting was held. (A summary of public involvement can be found in Chapter 7, Comments and Coordination.)

The CTC included the proposed route adoption in its 1988 State Transportation Improvement Program (STIP) Special Studies list of projects.

A Major Investment Study (MIS) was completed in October 1995 that evaluated different transportation solutions to the increasing congestion along this corridor. The

MIS concluded that a highway facility is the most efficient and cost effective solution to the congestion along this route. The MIS is summarized in Section 1.3.9.

A Notice of Initiation of Studies was circulated to State, Federal and local agencies and organizations in July of 1989 and the Stage II Work Program, which discussed most of the alternatives now being evaluated, was prepared by Caltrans in March, 1990.

A Notice of Preparation was sent to the State Clearinghouse on June 18, 1990 and a Notice of Intent was published in the Federal Register on June 28, 1990. These Notices described the project that is now being proposed. Copies of these documents can be found in the Appendix B.

Two more public informational meetings were held; on May 1, 1990 and April 18, 1991 and three newsletters were sent out between April 1990 and March 1993. The information obtained from these workshops and responses to the notices were used to refine the projects alternatives, and studies evaluating the environmental impacts were initiated.

An additional informational meeting was held on September 22, 1999. At that meeting, it was suggested by a number of attendees to combine alternative D1 and D13, thereby moving the alignment further from homes in the Brookview subdivision. This alternative was considered and is described in Chapter 2.

At that meeting, it also came to light that some property on the northern end of the project was slated for a Wetland Conservation Easement. Due to these impacts, two more alternatives, D13 North Modified and D13 Dowd, were proposed that avoided that property. The D13 Dowd alternative was withdrawn from consideration due to operational conflicts. Both are discussed in Chapter 2.

A public open house was held on December 18, 2001 during the circulation of the draft environmental document. Approximately 300 people signed in and 176 submitted comments. The comments ranged in nature from supportive of the project to concern over the loss of farmland and the rural feel of the area. The resource agencies concerns were focused on loss of habitat for vernal pools and their denizens, the Swainson's hawk and growth inducement. Copies of the comments and responses to comments can be found in Appendix K.

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## **1.2 PURPOSE OF PROJECT**

The purpose statement for this project was developed with the cooperation and concurrence of the U.S. Fish and Wildlife Service, the U.S. National Marine Fisheries Service, the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers under the terms of the NEPA/404 Memorandum of Understanding (MOU). The project purpose is to relieve congestion and improve safety on existing SR 65

through the City of Lincoln and provide for a regional traffic solution to accommodate projected traffic volumes through the year 2025.

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## 1.3 NEED FOR PROJECT

Continued growth in South Placer County and the Sacramento Valley has resulted in the need for a new and improved SR 65 corridor, which would alleviate congestion in the City of Lincoln while providing for improved inter-regional traffic flow. The existing facility through Lincoln is a “Main Street” highway, which will not serve the ultimate transportation needs of the region. Due primarily to congestion, the accident rate in downtown Lincoln is higher than the Statewide average rate for this type of facility. As traffic volumes continue to increase, SR 65 within downtown and south of Lincoln has exceeded available capacity.

### 1.3.1 Existing Roadway

SR 65 serves as a major north-south highway along the east side of the Sacramento Valley. It was included as part of the State Highway System under authorization of the State Highway Act of 1909, and was made part of the California Freeway and Expressway system in 1959. The original construction from Roseville to Lincoln, designated as SR 3, took place between 1912 and 1914 and was adopted as a freeway by the California Highway Commission (now known as the California Transportation Commission [CTC]) on May 20, 1964. SR 65 connects the urbanized areas of Sacramento and Roseville with the cities of Lincoln, Wheatland, Marysville and Yuba City. SR 65 begins in Roseville at I-80, extending to the junction of SR 70 in Yuba County. Legislation was passed in 1985 extending the legislative description of the route to SR 99 in Yuba City.

The SR 65 Roseville Bypass was completed from I-80 to Pleasant Grove Creek Bridge (KP 7.7 to 14.2 [PM R4.8 to R8.8]) in the late 1980's. The Harding Boulevard (later renamed Galleria / Stanford Ranch Road) interchange, a locally funded project at KP 9.5 (PM R5.9), was completed in 1992. Interchanges were later added at Pleasant Grove Boulevard (PM 7.2) and Blue Oaks Boulevard / Washington Boulevard (PM 8.1). SR 65 then becomes a four-lane expressway with an intersection at Sunset Boulevard (PM 9.6). A freeway interchange was added at Twelve Bridges Drive (PM 11.9), and the section from Industrial Boulevard north to Ferrari Ranch Road was recently upgraded to a four-lane conventional highway with turn lanes.

The downtown business section begins just north of Auburn Ravine at KP 19.7 (PM 12.24) and continues to Gladding Road. Beginning at First Street, one through-lane in each direction is provided with a continuous two-way left turn lane. On-street parking and sidewalks are also provided. Traffic signals are located at Ferrari Ranch Road, First

Street, Third Street, SR 193 (also known as Fourth St.), and Fifth and Seventh Street. The left turn lane ends near Gladding Road, at the edge of town.

The existing road between Lincoln and Sheridan is a two-lane conventional highway. It is parallel to and east of the railroad tracks. Right of way in this vicinity is typically 30.5 to 33.5 m (100-110 ft) wide. Between Lincoln and Sheridan, there are two passing opportunity locations; each approximately 2.4 km (1.5 mi) long. Curves and left-turn channelization along this section of highway limit passing opportunities.

From Sheridan north, the route continues as a two-lane conventional highway, passing through the town of Wheatland, slowing down traffic to 35 mph. Three miles north of Wheatland, the highway becomes a four-lane freeway and terminates at the SR 99 in Yuba City.

### **1.3.2 Traffic Summary**

The Lincoln Bypass will provide a substantial benefit in accommodating regional traffic and helping to reduce congestion in and south of Lincoln. Without the Bypass future traffic congestion will create gridlock conditions within and surrounding Lincoln.

As a result of the gridlock in Lincoln, traffic diverts to local streets and causes congestion. This delays emergency vehicles and may prevent them from responding in a timely manner. Commute, local, recreation and regional trip travel times increase dramatically and overall quality of life suffers.

The Lincoln Bypass will reduce overall delay within the project Study Area by over 300% and will increase overall speeds in the Study Area by over 250% in 2025 compared to the “No Build” Alternative. See Table 1-4 and Table 1-5 for more detailed information. The ultimate project, which will not be built until additional funding becomes available, will provide speeds of 105 kph (65 mph) compared to speeds of less than 40 kph (25 mph) on the existing route between Industrial Avenue and the Bear River, which, coincidentally, also marks the Placer/Yuba county line.

### **Traffic Study Methodology**

Two types of traffic models were used to complete the traffic study for the Lincoln Bypass: a regional demand model and micro-simulation model. A regional demand model is comprised of many zones, which include land use elements such as the number of houses, amount of employment and future housing and employment changes in and around the City of Lincoln. This demand model provides the future traffic volumes and determines the amount of traffic that will use the Bypass, interchanges and local roads.

The Regional Demand Model used for this project consists of two traffic models, the Yuba/Sutter Travel Demand Model (YSTDM) and the Butte County Transportation Model. The Sacramento Area Council of Government (SACOG) is responsible for the YSTDM and

the Butte County Association of Government (BCAG) is responsible for the Butte County Model. The two transportation models were combined into one model in order to analyze traffic demand using roadway corridors throughout the various counties. Included in the combined model are Butte, Sutter and Yuba Counties, and parts of Placer, Sacramento and Yolo Counties.

Land-use for years 1998, 2015 and 2025 and the model files were obtained from SACOG and BCAG covering their respective areas. Recent traffic count data and future road network information were obtained from all local agencies and used where needed. The Statewide Travel Survey (Caltrans) and the Household Travel Survey Report #1 (SACOG) were used for the number of trips, average trip length and other pertinent information.

### ***The CORSIM Model***

If a traffic system is simulated on a computer, it is possible to predict the effects of a proposed project on the traffic system's operational performance. Outputs from a simulation model also provide the basis for optimizing this performance.

Starting in the mid 1970's, the FHWA recognized this need and ultimately TRAF was developed. TRAF, abbreviated from TRAFFIC, consists of an integrated set of simulation models, which includes CORSIM. CORSIM stands for corridor simulation and consists of a freeway network named FRESIM and a surface street network named NETSIM.

CORSIM is a micro-simulation model, which means each vehicle using a specified car-following logic is a distinct object that is moved every second and its behavior interacts with the surrounding environment. This may include other vehicles, control devices (such as traffic signals) and roadway characteristics. In addition, vehicle types can be specified with different operating performance characteristics and driver behavior characteristics (passive or aggressive) can be assigned to each vehicle. Many other model elements can be modified or customized. CORSIM is a stochastic model, which allows vehicles to be simulated in a more realistic manner by using randomness in the analysis.

A micro-simulation model has the ability to evaluate the proposed improvements in detail and provide a myriad of outputs. CORSIM also has the ability to show vehicle animation, which is useful to show the traffic study results to the project development team, to the public and to project management or elected officials.

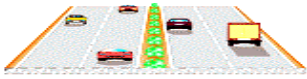
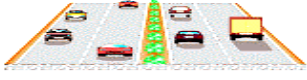
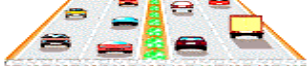



The CORSIM micro-simulation traffic model used for this project compares different alternatives over different time periods. These include the 1998 Base Year, 2015 and 2025 No Build, and the D13-D1, A5C1-AAC2 alternatives for years 2015 and 2025. The model outputs include such items as the amount of traffic diverted from the existing SR 65 to the new Bypass and average speeds on the Bypass and on the old SR 65 for each of the alternatives. It is important to note the traffic model is more accurate in comparing the

relative difference between alternatives than in predicting the future results as absolute values.

### 1.3.3 Level of Service

Segments of highway or roadway are evaluated for present and/or future traffic handling capacity through use of standardized Level of Service (LOS) grading systems. LOS is a qualitative measure describing operational conditions within a traffic stream or at an intersection, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience and safety. LOS are designated A through F, from best to worst, and they cover the entire range of traffic operations that may occur. Figure 1-1 illustrates what LOS means with regard to a freeway segment with a free flow speed of 105 kph (65 mph). Different criteria are used to determine the Levels of Service at intersections, illustrated in Table 1-1. The Lincoln Bypass will be designed for a Level of Service C to E.

Figure 1-1 Level of Service for Freeways

<b>LEVELS OF SERVICE</b> for Freeways			
Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
<b>A</b>		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. <b>No delays</b>
<b>B</b>		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. <b>No delays</b>
<b>C</b>		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. <b>Minimal delays</b>
<b>D</b>		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. <b>Minimal delays</b>
<b>E</b>		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. <b>Significant delays</b>
<b>F</b>		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. <b>Considerable delays</b>

LOS at intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption and lost travel time. LOS A represents no delay and LOS F represents very heavy traffic congestion and considerable delay. Longer delays may result from some combination of unfavorable traffic lights progression, long cycle lengths or a high volume to capacity ratio. LOS D is considered

by many agencies to be the limit of acceptable delay. LOS F results in delays over one minute long, considered by many drivers to be unacceptable. This level often occurs with over-saturation, i.e. when arrival flow rates exceed the capacity of the intersection.

**Table 1-1 LOS at Intersections**

LOS at intersections	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
Delay (in seconds)	<5-10	10-20	15-25	35-55	55-80	> 60-80

### 1.3.4 Traffic Volumes and Level of Service

Predicted traffic volumes for the bypass were determined by using a combination of the Department 1998 Tri-County Travel Demand Model (CTCTDM), various consultant prepared traffic studies for local development, a 1998 travel survey and the City of Lincoln General Plan. Traffic volumes on the Bypass can be broken into two components; local traffic and through traffic (regional and interregional). An estimated 40% of the 2025 northbound traffic on the Bypass will access local developments and the existing industrial complex near the airport. The remaining 60% will be “through” traffic continuing towards Marysville and Roseville.

Table 1-2 shows the existing 1998 traffic volumes as well as future traffic projections for the “No Build” and “Build” scenario for the year 2015 and 2025. The worst case was used to illustrate congestion. Thus, the northbound evening peak hour volumes are used to illustrate the general congestion of the roadway since northbound is more congested than southbound in the evening and evening peak hours are generally worse than morning peak hours due to the combination of commuter trips and other trips (shopping, errands, school, etc).

The LOS for each segment is based on more factors than just the volumes shown in the table below. The additional factors include the percentage of truck traffic, the type of driver (commuter or recreational) and roadway characteristics such as shoulder width, lane width and number of driveways. The LOS at intersections is illustrated in Table 1-3.



**Table 1-2 NB/PM Peak Hour Traffic Volumes, Existing and Predicted**

<b>Existing Route</b>								
	Industrial to First <sup>1</sup>		First to Seventh <sup>1</sup>		Seventh to Wise <sup>1</sup>		Wise to Co. Line <sup>1</sup>	
Year	VOL	LOS <sup>1</sup>	VOL	LOS	VOL	LOS	VOL	LOS
1998	1230	E	1050	D	620	D	700	D
2015	2000	F	1200	F	1100	E	1000	E
2025	2300	F	1200	F <sup>2</sup>	1100	F	1000	E
<b>Existing Route With Bypass</b>								
2015	1400	E	1000	D	750	D	500	D
2025	1400	E	1100	F <sup>3</sup>	850	D	600	D
<b>On Bypass Alternative D</b>					<b>Footnotes</b>			
	Industrial to Nelson <sup>1</sup> (Four lanes)		Nelson to Jct. of old SR 65 <sup>1</sup>		<sup>1</sup> Traffic volumes for each segment are at select locations.			
2015 <sup>4</sup>	2200	C	1350	E	<sup>2</sup> LOS for four hours			
2025 <sup>5</sup>	2300	C	1500	C	<sup>3</sup> LOS for one hour.			
<b>On Bypass Alternative AC</b>					<sup>4</sup> First Phase of project (4 lanes up to Nelson or Nicolaus then to 2 lanes)			
2015 <sup>4</sup>	2300	C	1350	E	<sup>5</sup> Ultimate project (4 lanes throughout)			
2025 <sup>5</sup>	2300	C	1500	C				

**Table 1-3 Intersection Level of Service on Existing SR 65**

<b>Intersections with SR 65</b>	<b>1999 LOS</b>	<b>2015 LOS NO BUILD</b>	<b>2015 LOS BUILD</b>	<b>2025 LOS NO BUILD</b>	<b>2025 LOS BUILD</b>
Sterling	Not Applicable	F	D	F	D
Ferrari Ranch	C	F	D	F	E
Wise	C	E	D	E	D
Riosa	D	F	D	F	D

Continuing growth in residential, commercial and industrial development in and around the City of Lincoln has resulted in congestion on existing SR 65 through the Study Area. In 1998, SR 65 operated at an LOS D through the project area. Currently, significant queuing is observed at peak times, on a daily basis on SR 65, northbound and southbound prior to entering the City of Lincoln. This means that the signal system is operating at LOS F at peak times. Approved proposed development in and around the City of Lincoln will add to the congestion. Northbound traffic demand south of Industrial Avenue is expected to increase approximately 300% over the next 25 years. Cross traffic resulting from numerous driveways, signalized intersections and proposed future connections will further contribute to the deterioration of the level of service in the downtown area.

Regional trips originating and terminating in Lincoln are expected to increase as the City's economy grows. As of 1998, there were 19,000 vehicles per day on SR 65 in the City of Lincoln. Traffic north of Lincoln is projected to increase from 11,000 per day to approximately 32,000 vehicles per day by the year 2025. South of Lincoln, traffic

volumes on SR 65 are expected to increase from 20,000 vehicles per day to approximately 70,000 vehicles per day by the year 2025.

Table 1-4 illustrates the congestion experienced on SR 65 by comparing the overall speed and total delay for the existing road, “no build” and “build” scenarios. The Study Area includes the greater City of Lincoln area and north past Sheridan to approximately the Placer/Yuba county line.

The project was broken up into several phases due to funding constraints. A more detailed explanation of project phasing is available in Chapter 2. Briefly, the first phase of the preferred alternative is to construct a four-lane expressway to Nelson Lane (D alternatives) or Nicolaus Road (AC alternatives) with an interchange at Industrial Boulevard. The Lincoln Crossing development will construct an interchange at Ferrari Ranch Road independently from this project. A two-lane facility will be constructed for the remainder of the project, with at-grade intersections at Nelson, Wise and Riosa Roads. Ultimately, the project will be a four-lane freeway the entire length of the project with interchanges at Nelson, Wise and Riosa Roads.

**Table 1-4 Overall Speeds And Delays Within The Entire Study Area**

Alternative	Overall Speed During the PM peak hour (mph)	Overall total delay (vehicle hours)		
1998 Base	70 kph (44 mph)	70		
2015 No Build	24 kph (15 mph)	1850		
2025 No Build	21 kph (13 mph)	2850		
2015 First phase				
D Alternatives	56 kph (35 mph)	500		
AC Alternatives	56 kph (35 mph)	500		
2025 Ultimate (4 lane freeway)				
	Local roads	Freeway	Local roads	Freeway
D Alternatives	35 kph (22 mph)	89 kph (55 mph)	750	80
AC Alternatives	35 kph (22 mph)	89 kph (55 mph)	750	95

Overall speeds represent the average speed of all roads in the Study Area including SR 65, SR 193 and most local roads. Overall speeds include the impacts of traffic signals, stops signs, traffic volumes and the railroad crossing on SR 65 at Sheridan. Overall delays represent the difference between free flow speed and the predicted speed.

The results show that if the Bypass is not constructed, overall speed will decrease and overall delay will increase. Speeds increase and delays decrease between the scenarios as traffic signals on the Bypass (with the first phase of the project) replaced with interchanges and overcrossings for the ultimate freeway project.

Table 1-5 shows the average speeds on SR 65 without the project, with the new SR 65 bypass and on the “old” SR 65 from Industrial Ave to the Placer/Yuba county line. The results of the table below show an increase in speed with the Bypass. Average speed

will also increase on “old” SR 65 once the Bypass is built, compared to the “no build” because traffic will be diverted to the Bypass.

**Table 1-5 Average Speeds- Industrial Ave. to Yuba County Line (PM peak hour)**

Alternative	Northbound	Southbound
<b>Existing SR 65</b>		
1998 Base	82 kph (51 mph)	84 kph (52 mph)
2015 No Build	26 kph (16 mph)	55 kph (34 mph)
2025 No Build	23 kph (14 mph)	34 kph (21 mph)
<b>Existing Route with 2015 First Phase</b>		
D Alternatives	56 kph (35 mph)	56 kph (35 mph)
AC Alternatives	56 kph (35 mph)	56 kph (35 mph)
<b>On Bypass with 2015 First Phase</b>		
D Alternatives	72 kph (45 mph)	80 kph (50 mph)
AC Alternatives	72 kph (45 mph)	80 kph (50 mph)
<b>Existing Route with 2025 Ultimate Project</b>		
D Alternatives	56 kph (35 mph)	40 kph (25 mph)
AC Alternatives	56 kph (35 mph)	40 kph (25 mph)
<b>On Bypass with 2025 Ultimate Project</b>		
D Alternatives	105 kph (65 mph)	105 kph (65 mph)
AC Alternatives	105 kph (65 mph)	105 kph (65 mph)

### 1.3.5 Safety

Collision rates on existing SR 65 within the city of Lincoln are consistently higher than the Statewide average rate for this type of highway. The proposed project will relieve congestion and thus reduce collision potential in downtown Lincoln by providing a four-lane freeway to carry regional “through” traffic around the city to the west. Table 1-6 shows average collision rates for highways similar to this one, compared to the actual collision rates at different sections along SR 65 from the beginning of the year 2001 to the end of the year 2003.

**Table 1-6 Collision Rates (per million vehicle miles)**

NUMBER OF COLLISIONS				COLLISION RATE ACCS (MVM-)					
				ACTUAL			AVERAGE		
TOT	FAT	INJ	F+I	FAT	F+I	TOT	FAT	F+I	TOT
423	6	131	137	0.021	1.49	1.51	0.032	0.54	1.17
065 PLA R12.41-PLA R023.70				07/01/02-6/30/05					

The AAC2, A5C1, D1, D 13, D 13 North Modified and D 13 South Modified alternatives would continue the bypass to the north of Sheridan superseding the existing at-grade railroad crossing which would also reduce the collision potential in Sheridan at the railroad crossing.

### **1.3.6 Bicycle / Pedestrian Facilities**

At this time, bicycle use in Lincoln is limited to existing streets without bike lane demarcation. Lincoln's bike plan is shown in Figure 1-2. The city has adopted a bike route plan, which is incorporated into the Placer County Bikeway Master Plan (see Figure 1-3). The proposed project does not accommodate bicycles, however after the Lincoln Bypass is built, the existing SR 65 will be available for bicycle use, with reduced auto traffic, providing for a safer and more enjoyable bike ride.

Pedestrian use on SR 65 is limited to in-town use. The freeway on either side of the town is not suitable for pedestrians.

The proposed project will have crosswalks and push buttons at all signalized intersections and all pedestrian crossings will be ADA compliant. The Ferrari Ranch Undercrossing and the future interchange will provide a full pedestrian facility. On some portions of Industrial Avenue, sidewalks and ADA compliant ramps are included.

As with the bicycles, SR 65 through town will be a much more pleasant walk after the traffic has been diverted to the proposed project.

### **1.3.7 Airports**

The Lincoln Municipal Airport is an important transportation link, serving recreational and corporate needs. The Lincoln Airport Authority, a public entity of the City of Lincoln, operates the airport. Due to its proximity to major industrial and population centers in the South Placer region, the Lincoln Airport has become an attractive alternative to the Sacramento International Airport, especially for executives of major industries in Rocklin and Roseville. In the year 2000 there were 210 aircraft based at this airport, with a total of 72,000 flights in and out that year. The existing capacity of the airport is approximately 200,000 operations per year, depending on the type of aircraft. The airport is designed to accommodate an additional runway, which would double its capacity. The D alternatives include improvements to Nelson Lane, which will provide for convenient access to the airport from the proposed highway.

The City of Lincoln is currently in the process of expanding industrial development in and around the Lincoln Regional Airport. New hangars are being constructed and funding mechanisms are being pursued to provide new taxiways and upgrades to current facilities.

Figure 1-2 Lincoln Bike Route Plan

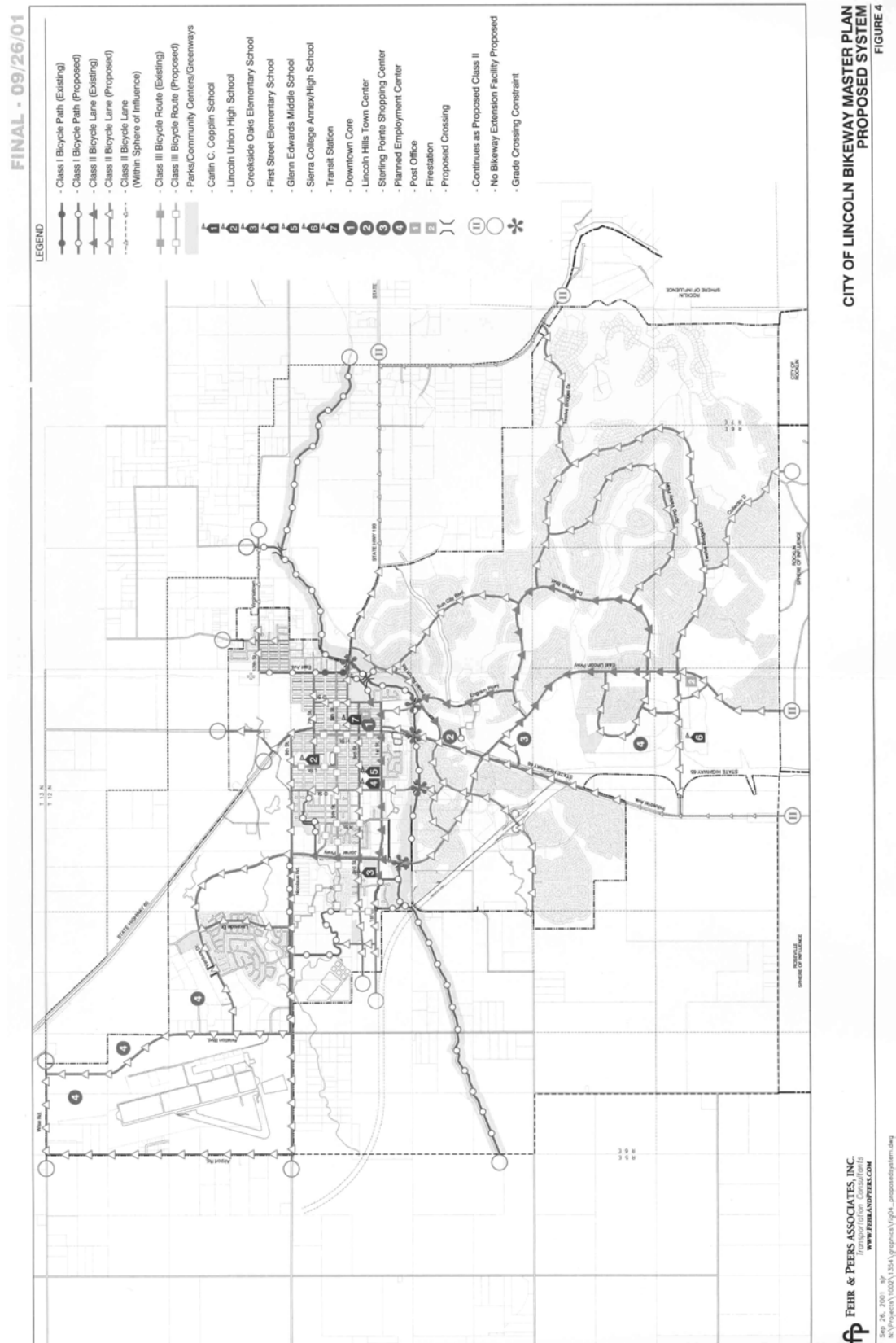
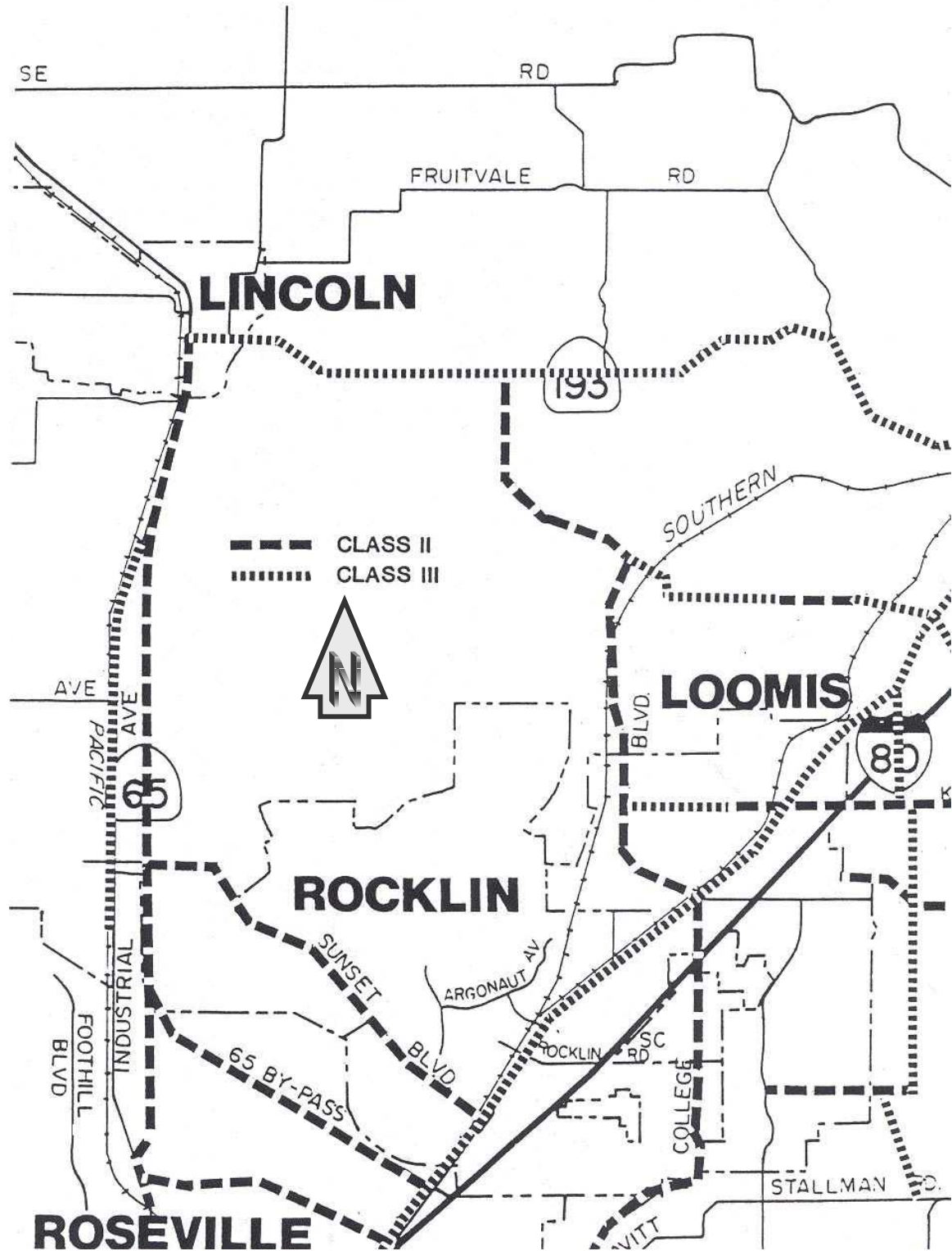


Figure 1-3 Placer County Bikeways



### **1.3.8 Existing Transit Services**

#### **Buses**

Placer County Transit provides hourly bus service between Lincoln and Sierra College, including stops at key destinations along the way, such as the Roseville Galleria Mall. The Lincoln Transit Service operates three fixed routes within the city.

#### **Park and Rides**

There is one Park and Ride lot within the Roseville/Lincoln/Marysville corridor. It is located on Sierra College Boulevard and SR 193 east of Lincoln. It has 14 parking spaces and no bike lockers and is approximately 21 percent occupied. In addition, a Park and Ride potentially serving SR 65 is located off Interstate 80 at the junction of SR 193. That Park and Ride has 37 spaces and is generally about one third occupied.

An informal Park and Ride is located in McBean Park, next to the Pavilions. This is not a Caltrans facility, and no statistics are available on its use.

The cities of Roseville, Rocklin, Lincoln and Placer County have jointly set up ride sharing ordinances for South Placer County. The ordinances are designed to ensure that employers will share in the responsibility of mitigating some of the traffic and air quality impacts resulting from the increase in employment and auto traffic along this corridor. Larger employers are required to take certain actions to promote ride sharing among their employees; including designating a transportation coordinator to provide employees ride share and commute options information, establishing preferential parking for car/van pools and preparing a transportation plan which would achieve a 30% reduction in vehicle trips. The project proposes to secure the right of way for a Park and Ride lot facility, located adjacent to Industrial Avenue and SR 65 intersection for construction at a later date. (See Figure 2-4)

#### **Rail**

The 1997 Roseville-Lincoln-Marysville Passenger Feasibility Study defined a plan for rail service between Marysville and Sacramento. The Study concluded that the service was technically feasible either as commuter rail, which would need to be funded locally, or as intercity rail, funded as an extension of the Capital Corridor or San Joaquin service. Amtrak terminals are located in Sacramento and Marysville and the line goes through the City of Lincoln, however, the Amtrak Starlight is not anticipated to stop in Lincoln within the next 20 years. Under the management of the Capital Corridor Intercity Joint Powers Authority, Amtrak operates the Capital Corridor rail service between Sacramento and San Jose, with four trips per day to and from Colfax, stopping in Roseville and Auburn. This service is expected to generate a ridership of 8,700 passengers a day by the year 2010.

Southern Pacific Railroad operates a mainline through the center of Lincoln along the west side of SR 65. This line is used only for freight service. The railroad tracks cross seven streets at-grade in the downtown area, and the gate controlled track crossings can cause delays to side street traffic.

### **1.3.9 Major Investment Study (MIS)**

An MIS was completed October 25, 1995, focusing on SR 65 from Industrial Avenue to the Bear River. This study was written to meet metropolitan planning regulations set forth by the Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991. The MIS evaluated the efficiency and cost effectiveness of a full range of modes of transportation to be considered as solutions to transportation problems on SR 65.

Although written by the Department, the MIS was developed with the cooperation of the Sacramento Area Council of Governments (SACOG), the Placer County Transportation Planning Agency (PCTPA), the City of Lincoln, Placer County Department of Public Works, local and regional transit operators, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Through a collaborative process with these agencies, the MIS evaluated a full range of alternatives including:

#### **Four-lane freeway bypass of Lincoln on new alignment**

The four-lane freeway bypass consists of an access controlled freeway from Industrial Avenue to the Bear River, including a partial interchange at Industrial Avenue and full interchanges at Nelson Lane, Wise Road and Riosa Road with an overcrossing at Nicolaus Road. Total cost was estimated in 1994 at \$71 million.

#### **Phase 1 Bypass alternative on a new alignment**

This alternative consists of a four-lane expressway from Industrial Avenue to Ferrari Ranch Road. The remainder of the project would be an access-controlled two-lane expressway ending at the Bear River. This alternative includes a partial interchange at Industrial Avenue and at-grade intersections at Nelson Lane, Wise and Riosa Roads with an undercrossing at Dowd Road. Total cost was estimated in 1994 at \$39.8 million.

#### **Two-lane bypass of Lincoln on new alignment**

This alternative includes the construction of a two-lane bypass of Lincoln from Industrial Boulevard to just south of Nicolaus Road. This alternative includes a partial interchange at Industrial Avenue and a full interchange at Nelson Lane, which would serve the Lincoln Airport. At-grade intersections would be provided at Nicolaus Road, Wise Road and Riosa Road. Total cost was estimated in 1994 at \$54 million.



**Intercity Transit bus service**

This alternative examines the possibility of expanding existing intercity bus service, a commute oriented rubber-tire transit service connecting the areas of Roseville, Rocklin, Lincoln and Marysville. The estimated cost is not available.

**Transportation System Management/Travel Demand Management (TSM/TDM)**

This alternative covers a range of improvements and strategies that aim to reduce the demand on and increase the efficiency of the existing transportation system, including measures such as the expansion of park and ride facilities with connections to intercity transit bus service, ride matching, car/vanpooling and teleconferencing. The estimated cost is not available.

**Widening existing SR 65 to four lanes**

The existing alignment would be upgraded to four lanes and from Moore Road through Gladding Road a continuous left turn lane would be constructed. The proposed upgrades through downtown Lincoln could generally be accomplished by eliminating on street parking and narrowing the sidewalks from 3.6 m to 1.5 m (12 to 5 ft). Total cost was estimated in 1994 at \$10 million.

**Commuter rail**

Commuter rail connecting Roseville to Marysville is addressed in the Corridor level study prepared by the PCTPA in 1997. A breakdown of costs associated with this alternative are \$13 million to bypass the Roseville Rail yard, \$16 million to operate and maintain a commuter rail over a 20 year period, \$15 million capital costs for rolling stock and an undetermined amount for track rights, possibly as much as \$20 million, for a total of \$64 million.

**No Build - Leaving SR 65 through Lincoln as is**

The no-build alternative refers to leaving the SR 65 as it is today, with no congestion relief projects.

These alternatives were evaluated and scored, and are listed above in the order they ranked. It was determined that the four-lane freeway bypass offered the best long-term solution to the congestion problem on SR 65 by improving safety and reducing travel through the City of Lincoln. All cooperating agencies approved the recommendations and signed the final MIS.

The MIS is available for review at the Caltrans District 3 office at 2389 Gateway Oaks Dr., Suite 100, Sacramento, CA 95833. Qualitative and quantitative criteria were established to accurately measure each of the alternatives effectively and ensure that they meet the purpose and need of the project. A summary table of the Alternatives Evaluation is presented in Table 1-7. The numbers in the table indicate the score each criterion was given. A score of three was high and a score of zero indicated no benefit. These criteria are:

- Delay, based upon through trips.
- Cost effectiveness.
- Environmental impacts.
- Safety.
- Fiscal constraints.
- Effects on agricultural lands.
- Indirect costs.
- Funding priorities for the county.

Using these criteria, the alternative investment strategies: rail transportation, light rail transportation and HOV lanes, although important when considered in a corridor analysis context, were eliminated from consideration in the MIS.

**Table 1-7 Summary of MIS**

Alternatives	Criteria				Total Score	Project Costs		
	User Benefits <sup>1</sup>	Safety Benefits <sup>2</sup>	Envir. <sup>3</sup> Benefits	Local, County, Region perspective <sup>4</sup>		Const. RW Maintenance (\$ millions)	Capital Operating & Maintenance (\$ millions)	Total Cost (\$ millions)
No-Build	0	0	2	0	2	\$0.0/\$0.0/\$1.4	~	\$1.4
4-Lane on existing alignment	0	1	2	1	4	\$5.8/\$4.2/\$1.9	~	\$11.9
2 lane first phase bypass	2	2	1	3	8	\$30.2/\$9.6/\$1.5	~	\$41.3
4-lane freeway bypass	3	3	1	2	9	\$61.0/\$9.6/\$1.3	~	\$56.1
Commuter Rail	1	0	3	2	6	~	\$38.0 \$20 for track rights \$16.0	\$74.0
Intercity Transit Bus Service	1	0	3	2	6	~	\$0.3 \$6.0	\$6.3
TSM/TDM	1	0	3	1	5	~	not available	not available

<sup>1</sup>User Benefits: A measure of Delay savings.

<sup>2</sup>Safety Benefits: Based on amount of savings due to reduced accidents.

<sup>3</sup>Environmental Benefits: Based on the alternatives potential to impact environmental resources.

<sup>4</sup>Local, County and Regional Perspective: Cooperative scoring of alternatives by City of Lincoln, Placer County Public Works and Placer County Transportation Planning Agency.

### 1.3.10 SR 65 Transportation Concept Report

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given state transportation corridor, and establishes a twenty year planning concept. In addition to the twenty-year concept, the TCR also looks at the ultimate transportation concept that examines the corridor needs beyond the twenty-year planning period. Forecasting beyond the twenty-year period is difficult for several reasons such as changes in future land use zoning beyond the scope of the twenty-year general plan build-out and unknown funding constraints. Therefore, any concept identified for the “Ultimate” facility must be considered speculative.

As part of route concept development, the TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies

(RTPA) and Metropolitan Planning Organizations (MPO) within a given state highway route corridor. Since state highway routes often pass through several regional planning agency jurisdictions, the TCR assimilates the regional strategies and consolidates these strategies into one comprehensive corridor-specific document.

A TCR was completed for SR 65 in July 2001. Caltrans is currently revising the TCR and expects to have it completed by 2006. The following is a summary of the July 2001 TCR.

There are three primary sections with unique characteristics along the SR 65 corridor. Different land use classifications and growth potentials govern each segment's level of service (LOS) and classification. The segmentation presented in the TCR, further defines the roadway conditions within these route sections.

The TCR breaks the route into segments based on physical characteristics of the roadway such as number of lanes, whether the road is a freeway or a conventional highway, whether the road is in an urban or a rural setting, or some other tangible change in the roadway from one location to the next. Segments always break on county boundaries. These segments allow the characteristics of the route to be viewed and analyzed in manageable portions based on like characteristics. See figure ii in the summary for locations of streets. SR 65 is divided into six distinct segments, which are:

**Segment 1** begins at the interchange of I-80 and SR 65 (PM 4.9) and continues to the Blue Oaks Interchange (PM 8.3). This segment is a limited-access freeway with commercial and retail development on both sides, either currently in use, or planned for the near term. This development includes a regional shopping mall that contributes a significant amount of traffic to the route. Because of the proximity to I-80 there will be increased stress on the interchange and mainline as traffic both enters and exits SR 65 at this location.

**Segment 2** starts at the Blue Oaks interchange and continues to the intersection of SR 65 and Industrial Avenue (PM 11.9). This segment is currently operating as a four-lane expressway with high traffic due to significant industrial development to the west and commercial and residential development to the east. Three major interchanges are planned for this segment to accommodate the rapid growth of traffic volume. The interchanges are all to be financed through local impact fees.

**Segment 3** begins at Industrial Avenue and includes the proposed Lincoln Bypass. This new alignment will run generally parallel and to the west of the current route and bypass the City of Lincoln. This will allow a more efficient movement of through traffic than the present route, which travels through the downtown of Lincoln as a "Main Street" with traffic signals and cross traffic. The bypass proposal under consideration will rejoin the current alignment of SR 65 at approximately the county line (PM 24.3). The segment is approximately 12 miles long and is currently operating at a LOS D. The existing

"Main Street" segment is characterized by several unique features, and can reasonably be broken down further into three subsections:

The first subsection includes the portion of the route between the Industrial Avenue intersection and the city limits (PM 13.172). This area is characterized by several large, mixed-use developments. Each of these developments will add significant traffic to the already stressed capacity of SR 65. While the proposed projects contain varying amounts of land devoted to local employment opportunities, it can reasonably be assumed that there will be significant travel to and from other local and regional employment destinations.

The second subsection of this segment begins at Auburn Ravine Bridge and includes the conventional highway that runs through the City of Lincoln. There are signalized intersections and a 25-MPH speed limit through the city. In this segment there is local traffic added to the highway. Due to the turning movements of local traffic along this subsection, congestion is significant. LOS F is observed during PM peak hour within the city limits with several cycles being needed to perform some turning maneuvers. The area is characterized by on- street parking and limited roadway width. Existing sidewalks and businesses make the prospect of acquiring additional ROW in the area beyond Third Street prohibitively expensive. The crossing of Markham Ravine (PM 14.8) marks the end of this subsection. Further study needs to evaluate a new connection between SR 193 and SR 65 once the alignment for the Lincoln Bypass is determined.

The third subsection runs from the northern city limits of Lincoln (approximately at the Markham Ravine Bridge) to the Placer/Yuba county line located on the Bear River and delineated by the Bear River Bridge (PM 24.3). The highway in this segment runs in a northwesterly direction and is a conventional two-lane rural highway that is currently operating at a LOS D. The Bear River Bridge width is non-standard, and widening should be considered as part of the overall route improvement and realignment plan. Depending on the final adoption of an alignment for the Lincoln Bypass, the northern end of the bypass should intersect the existing route within this subsection.

**Segment 4** begins at the Bear River, the County line, and continues through the City of Wheatland to the beginning of the freeway at approximately South Beale Road (PM4.7). Although the traffic along this segment is relatively light, congestion exists within the City of Wheatland resulting in delays and contributing to a generally poor level of service. A bypass of Wheatland will generally better facilitate the efficient movement of goods and people along this corridor. A Project Report has been completed for the Wheatland Bypass, however, it is not funded at this time.

**Segment 5** begins at south Beale Road (PM 4.7) and goes to the end of SR 65 at the junction with SR 70 (PM 9.3). Traffic along this segment is relatively free flowing and should not need any significant modification to the facility other than routine

maintenance, during the concept period. Local fees are providing the funding for operational improvements to the interchange at this location to help accommodate the expected traffic at peak periods before and after events at the facility.

**Segment 6** is the proposed Third Crossing of the Feather River Bridge.

SR 65 serves as a key interregional connector between the rapidly growing south Placer County area and the Marysville Yuba City urban area and, by way of the proposed Third Crossing of the Feather River Bridge, the SR 99/70 corridor. The south Placer County region is one of the fastest growing areas in the State both in terms of housing and economic development. Due to the high growth potential of the areas adjacent to SR 65 (particularly the segments within Placer County) and present and potential future constraints to the physical expansion of the facility, allowances should be made at every opportunity for traffic management options that do not necessitate the physical expansion of the facility. These options may include a greater emphasis on mass transit and congestion management systems such as, but not limited to, ramp metering and HOV lanes.

### **City, County and State Transportation Plans**

#### **City of Lincoln General Plan (1988, 1994 and 1998)**

The Lincoln General Plan describes the expected long-term expansion needs of the transportation system to accommodate the growth and development of the city. The General Plan Circulation element designates a route for the SR 65 bypass. The Public Facilities Element of the General Plan, amended in 1994 and again in 1998, serves as a guide for future development and expansion of public facilities. It is also the goal of the city to see a thirty-five percent reduction in trips generated by new employment. Policies that support that goal include Rideshare, public transit funding and improved service and encouraging new development to be pedestrian friendly.

The General Plan stresses the importance of public transit. As Lincoln grows, the routes covered by the Lincoln Transit Service will be expanded to serve newly developed areas. The City will continue requiring private developers to provide for appropriate public transit amenities such as bus turnouts, bus shelters and park and ride lots. If feasible, the City will link up with the Placer County Transit System to provide inter-city transportation for Lincoln residents.

Bicycle traffic is also addressed in the General Plan. Bicycle facilities within the existing City area will be developed as part of individual projects in accordance with Lincoln's adopted bike plan. The City will work with developers to ensure that bicyclists are accommodated as new development occurs.

The Lincoln Airport continues to be an important part of the transportation system in Lincoln, especially as the municipal airports, such as the Phoenix Airport, in north

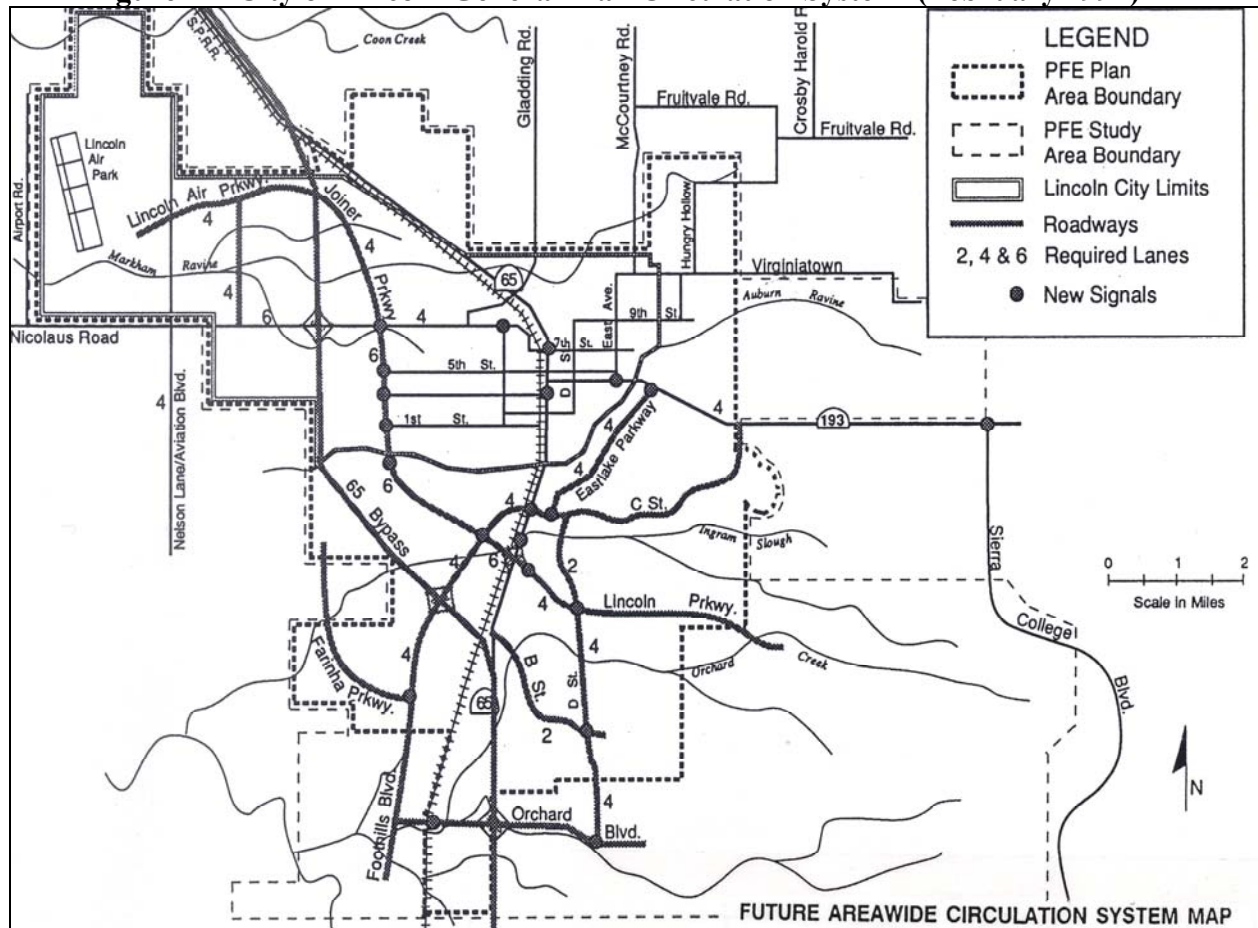
Sacramento County are closing. Other general aviation airports in Sacramento County are crowded, and Lincoln Airport is the only Placer County airport, which has a large growth capacity. The Lincoln Airport Authority has proposed major improvements to the airport over the next twenty years. These improvements are detailed in the Lincoln Municipal Airport Layout Plan (March 1999).

Figure 1-4 shows the future area wide circulation system. In the amended Public Facilities Element, support is affirmed for construction of the SR 65 bypass with interchanges at Ferrari Ranch Road and Nelson Lane (Policy 5.6). In their 1998 update of their Public Facilities Element Policy, the City contends that it "...will continue to place a very high priority on the construction of the Highway 65 Bypass and to aggressively pursue its funding and construction with Caltrans, Placer County Transportation Planning Agency and other appropriate agencies and private sources." It is also the goal of the city to see a thirty-five percent reduction in trips generated by new employment. Policies that support that goal include Rideshare, public transit funding and improved service and encouraging new development to be pedestrian friendly.

### **Placer County General Plan**

SR 65 from Roseville to Lincoln has been designated a *transit corridor* in the Placer County General Plan. The *transit corridor* designation is intended to encourage the development of land use and design standards that promote the viability of high-capacity transit in those corridors where there is a significant amount of undeveloped or re-developable land. As population and employment in southern Placer County increase, there will be greater opportunities for transit use. These opportunities can be maximized with planning aimed at concentrating higher intensity development and ensuring good transit accessibility.

It is the goal of the Transportation and Circulation Element of the Placer County General Plan to provide for the long-range planning and development of the county's roadway system to ensure the safe and efficient movement of people and goods.

**Figure 1-4 City of Lincoln General Plan Circulation System (February 1994)**

Policy 3.A.15 states that Placer County shall participate with other jurisdictions and Caltrans in the planning and programming of improvements to the State highway system, in accordance with state and federal transportation planning and programming procedures, so as to maintain acceptable levels of service for Placer County residents on all State Highways in the county. Placer County shall participate with the Caltrans and others to maintain adopted LOS standards in proportion to traffic impacts from locally generated traffic.

#### **Placer County Transportation Planning Agency Regional Transportation Plan**

Passed by California voters in 1990, Proposition 111 added nine cents per gallon to the state fuel tax to fund local, regional and state transportation projects and services. It also required counties with a population over 50,000 to designate a congestion management agency (CMA). The purpose of the CMA is "to recognize and address the interrelationship between land use, air quality and transportation and to maintain transportation mobility by establishing standards that encourage a balance of

transportation modes.” The Placer County Transportation Planning Agency (PCTPA) was designated the CMA for Placer County in 1991. The PCTPA’s Congestion Management Program is an alternative transportation outreach effort designed to improve air quality and make maximum use of existing transportation systems. This is discussed in the transportation Systems Management section of the PCTPA’s draft 2027 Regional Transportation Plan (RTP).

The RTP is designed to be a blueprint for the development of a balanced, comprehensive, multi-modal transportation system and becomes the Placer County portion of the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan. The RTP includes a policy element that describes the short and long-range goals of the Plan, an action element that describes the programs and actions necessary to implement the Plan and assigns responsibilities and finally, a financial element that summarizes the cost of implementation.

The Action Element identifies short and long-term projects required to meet the goals of the Plan. PCTPA’s draft 2027 RTP describes the proposed Lincoln Bypass as a “westerly bypass along SR 65 around the City of Lincoln. The project consists of roughly 12-mile mixed two and four lane facility extending from Industrial Avenue in Lincoln to just north of Sheridan.” In short, this proposed projects’ preferred alternative design, concept and scope are consistent with the PCTPA’s adopted 2022 RTP and draft 2027 RTP. In order to fulfill the goals of the Plan, funding must be secured and the project must be programmed in the Regional Transportation Improvement Program (RTIP).

### **State Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP)**

The State Transportation Improvement Program (STIP) is one of three documents used to allocate funds for individual projects by the California Transportation Commission. Senate Bill 45 (Kopp, 1997), the landmark STIP reform legislation, changed the STIP from nine programs to essentially two; the Regional Improvement Program (RIP) directed by regional transportation planning agencies (RTPA’s) and the Interregional Transportation Improvement Program (ITIP) managed by Caltrans. The Regional Transportation Improvement Program (RTIP) and Inter-regional Transportation Improvement Program (ITIP) are the documents containing projects nominated to be adopted into the STIP. The adopted STIP identifies the transportation improvement funding commitments for that cycle.

The proposed project is partially funded and is programmed in the SACOG Metropolitan Transportation Plan (MTP) 2027 which was found to conform by the SACOG Board on March 16, 2006, and FHWA and FTA adopted the air quality



conformity finding on April 20, 2006. The project is also included in the SACOG's financially constrained 2004-2006 MTIP, which was found to conform by FHWA and FTA on April 20, 2006. This proposed project's preferred alternative design, concept and scope are consistent with the above-mentioned documents, the 2004 STIP, and the proposed 2006 STIP.

### **1.3.11 Other Transportation Projects in the Vicinity**

#### **SR 65, Industrial to Auburn Ravine**

Two connecting public roads, Sterling Parkway and Ferrari Ranch Road, have been built between Industrial Avenue and Auburn Ravine. Joiner Parkway has been extended and crosses over the railroad tracks and existing SR65 with an overhead/overcrossing. The connection between the existing SR65 and the proposed Ferrari Ranch Road has been constructed. The original connection between Moore Road and SR65 was realigned using the Ferrari Ranch Road intersection.

#### **SR 65, Blue Oaks Boulevard to Industrial Avenue**

This project extends from Blue Oaks Blvd. to Industrial Avenue, KP 13.0/21.0 (PM 8.3/12.8). SR 65 was widened from a two lane to a four-lane expressway and an interchange constructed at Twelve Bridges Drive. The interchange, completed in 2003, was a separate project funded jointly by the SR 65 Joint Powers Authority and the city of Rocklin.

#### **Sunset Boulevard Interchange**

The project proposes to replace the existing at-grade signalized SR 65/Sunset Boulevard intersection with a grade-separated interchange. The proposed interchange is a modified L-9 partial cloverleaf configuration. The total estimated construction and right of way cost for the improvements varies from \$15.6 to \$16.5 million. These estimates exclude project development costs. The Project Study Report was approved in July 2000.

#### **Lincoln Parkway**

This is a City project that will extend Lincoln Parkway from its current end to Sterling Parkway (i.e. east of SR 65), northwest to Joiner Parkway (west of SR 65). This project will cross SR 65 and the Union Pacific Railroad Tracks with an overhead bridge structure. The structure has been designed to accommodate both the existing SR 65 widening and planned commercial frontage road improvements. The first phase of this project was completed in the fall of 2004.

#### **Wheatland Bypass**

Caltrans long-range plans are to construct a bypass around the town of Wheatland, just north of Lincoln and Sheridan. A Project Study Report (a scoping document) has

been prepared. The proposed project extends from the Lincoln Bypass, across the Bear River to KP R39.0 (PM R24.0) on SR 65 in Yuba County, about five miles past Wheatland. The CTC has not programmed this project for even preliminary engineering or environmental studies at this time.

### Placer Parkway

The proposed Placer Parkway is a high priority regional transportation project proposed to connect rapidly growing areas of western Placer County to planned development in the Sacramento/Sutter Counties. It is included in the SACOG's 2025 Metropolitan Transportation Plan (MTP) and the 2022 Placer County RTP.

### State Routes 70 and 99 Transportation Corridor Study

SR 65 ties into the transportation corridor which encompasses State Routes 70, 99 and 65, connecting Sacramento to the growing cities of Roseville, Rocklin, Lincoln, Marysville/Yuba City and on up through Oroville to Chico.

The SR70/99 Corridor Study (SACOG & BCAG, July 1990) was requested by the California Transportation Commission (CTC) responding to a need to provide the Marysville/Oroville/Chico area with freeway access. The Corridor Study is to be used as the basis for future transportation investments in the area. It evaluated 24 possible freeway alignments between Chico and Sacramento, using either SR 70 or 99 as the principle alignment. A Technical Advisory Committee (TAC) and a Political Advisory Committee (PAC) compared the efficiency, environmental and social impacts and economy of each alternative and recommended further study. Table 1-8 shows transportation projects proposed for the SR 99/70 corridor.

**Table 1-8 Proposed Highway Improvement Projects within SR 65, 70/99 Corridor**

E.A.*	Co/Route KP (PM)	Description	Estimated Cost (\$ in millions, 1990 costs)	Construction Year
40180	Yuba 65 0.8/2.4 (0.5/1.5)	Install Signal and Lights & Perform Roadwork	\$0.7 Operations Project	2005
29730	Pla/Yub 65 14.9/2.9 (23.8/4.7)	Wheatland Expressway (gap closure from Lincoln Bypass to existing freeway)	\$180	Dependent on Funding
38641	Sutter 70 0.3/8.6 (0.2/5.5)	Construct four-lane expressway, near East Nicolaus from SR 99 to Cornelius Road	\$44.5	Dependent on Funding
38642	Sutter 70 8.0/13.3 (5.0/8.3)	Construct 4-lane expressway near Rio Oso from Cornelius Ave. to the Bear River Br.	\$51.8 (More programmed)	Dependent on Funding
37610	Yuba 70 1.0/11.2 (0.6/7.0)	Construct 2-lane expressway to 4-lanes, near Marysville, Bear River Bridge to 0.3 mi. south of McGowan Road	\$40.0	Completed 2004
2A272	Yuba 70 4.8/6.1 (3.0/3.8)	Construct new Interchange south of existing Algodon Road at Motorplex Parkway	\$9.0 Programmed \$1.7 to 13.5 Planned	Dependent on Phasing
29730	Yuba 65	Construct two lane expressway and bridge near Yuba	\$33.2	Dependent on

E.A.*	Co/Route KP (PM)	Description	Estimated Cost (\$ in millions, 1990 costs)	Construction Year
	0.97/11.3 (0.6/7.0)	City, SR 99 to SR 70.	Programmed \$118 Planned	Funding
38222 3822U	Butte 149, 70, 99 0.0/7.4 (0.0/4.6)	Construct 4-Lane Expressway and 2 Freeway-to-Freeway Interchanges	\$92.4	2006
37230	Yuba 70 13.6/41.5 (8.3/25.8)	Construct Marysville-Oroville expressway on new alignment-Phases 2 and 3	\$300	Dependent on Funding
37230	Butte 70 0.00/	Construct Marysville-Oroville expressway on new alignment-Phase 1; includes all PS&E	\$17	Dependent on Funding
43490	Sutter 99 20.8/27.7 (12.9/17.2)	Add passing lane and widen near Yuba City from Sacramento Ave. to Central Ave.	\$10.2	Completed 2000
1A461	Sutter 99 34.4/41.2 (21.4/25.6)	Sutter 99 Segment 4. Tudor Bypass. Widen to four lanes near Yuba City from Central Ave. to O'Banion	\$48.8	Dependent on Funding
1A462	Sutter 99 36.2/45.8 (22.6/28.6)	Widen to four lanes near Yuba City from O'Banion Road to near Lincoln Rd.	\$19.6	Completed 2005
1A4320	Sutter 99 18.8/20.8 (11.7/12.9)	Widen to four lanes adding Bridge Capacity (Third Crossing)	\$47.7	Dependent on Funding
1A431	Sutter 99 14.0/18.8 (8.7/11.7)	Widen to four lanes from SR 70 to south of the Feather River (Includes PS&E for all phases).	\$11.0	2007
1A432	Sutter 99 17.1/23.0 (11.0/14.3)	Segment 2, Feather River Bridge. From 0.3 km north Power Line Rd to 1.0 km north Sacramento Ave	\$34.4	Dependent on Funding

\* E.A.-Expenditure Authorization, this number identifies the project in the Department's system.

### 1.3.12 Social Demand/Economic Development

#### Growth Forecasts

Lincoln was the state's second fastest growing community in 2004, growing at a rate of 16.8%. The City gained 1,966 housing units in 2004, bringing the population to 27,356 in January 2005. The Metropolitan Transportation Plan update, prepared by SACOG in 2002, notes that jobs are spreading out around the region and most new housing is in areas beyond existing urban development. The region is predicted to have three major job centers in 2025: downtown Sacramento/West Sacramento, Rancho Cordova/Folsom, and Roseville/Rocklin and the urban edge will expand to include Lincoln. Currently several major computer technology companies are relocating to the Sacramento Valley, primarily in Roseville and Rocklin. The need to provide congestion relief on SR 65 is related to this pattern of growth.

As land closer to Sacramento becomes built out, areas within commuting distance of the State Capital and other job centers will come under increased pressure to grow, primarily to provide housing. Population growth forecasts for Sacramento County and the SACOG region are reported in Table 1-9.

Employment opportunities are growing in the project area as well. Several major computer technology companies are relocating to the Sacramento Valley, primarily in Roseville and Rocklin. Employment projections for Placer County are shown in Table 1-10.

**Table 1-9 Population Growth in SACOG Region (12/16/04)**

	<b>2005 *</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>
<b>El Dorado County</b>	<b>147,045</b>	<b>159,422</b>	<b>171,212</b>	<b>184,496</b>	<b>197,875</b>
<b>Placer County</b>	<b>301,560</b>	<b>330,381</b>	<b>358,488</b>	<b>390,240</b>	<b>422,741</b>
Unincorporated Placer County	98,158	115,223	133,147	153,557	175,445
Auburn	12,683	13,872	15,027	16,331	17,663
Colfax	1,772	2,019	2,273	2,562	2,867
Lincoln	26,661	28,364	29,883	31,582	33,211
Rocklin	52,035	56,765	61,338	66,498	71,749
Roseville	104,136	107,038	108,692	110,412	111,258
Loomis	6,115	7,101	8,129	9,298	10,548
<b>Sacramento County</b>	<b>1,361,637</b>	<b>1,454,596</b>	<b>1,539,049</b>	<b>1,633,676</b>	<b>1,725,710</b>
<b>Sutter County</b>	<b>87,342</b>	<b>98,668</b>	<b>110,210</b>	<b>123,311</b>	<b>137,108</b>
Unincorporated Sutter County	27,743	34,631	42,056	50,532	59,758
Live Oak	6,624	7,387	8,153	9,021	9,927
Yuba City	52,976	56,650	60,001	63,758	67,423
<b>Yolo County</b>	<b>187,942</b>	<b>207,450</b>	<b>226,733</b>	<b>248,548</b>	<b>271,078</b>
<b>Yuba County</b>	<b>65,952</b>	<b>75,792</b>	<b>85,979</b>	<b>97,561</b>	<b>109,875</b>
Unincorporated Yuba County	49,338	57,631	66,317	76,203	86,787
Marysville	12,916	13,314	13,563	13,826	13,988
Wheatland	3,698	4,847	6,100	7,531	9,100
<b>Regional Total</b>	<b>2,151,479</b>	<b>2,326,308</b>	<b>2,491,671</b>	<b>2,677,831</b>	<b>2,864,387</b>

Source: <http://www.sacog.org/demographics/projections/files/split/Sacog%20Projections%20Adopted%2012.16.04%20for%20Jurisdictions%202005%20-%202025.xls>

\*Note that the base year population numbers are estimates made by the State Department of Finance's Demographic Research Unit

**Table 1-10 Employment Projections in the SACOG Planning Area (12/16/04)**

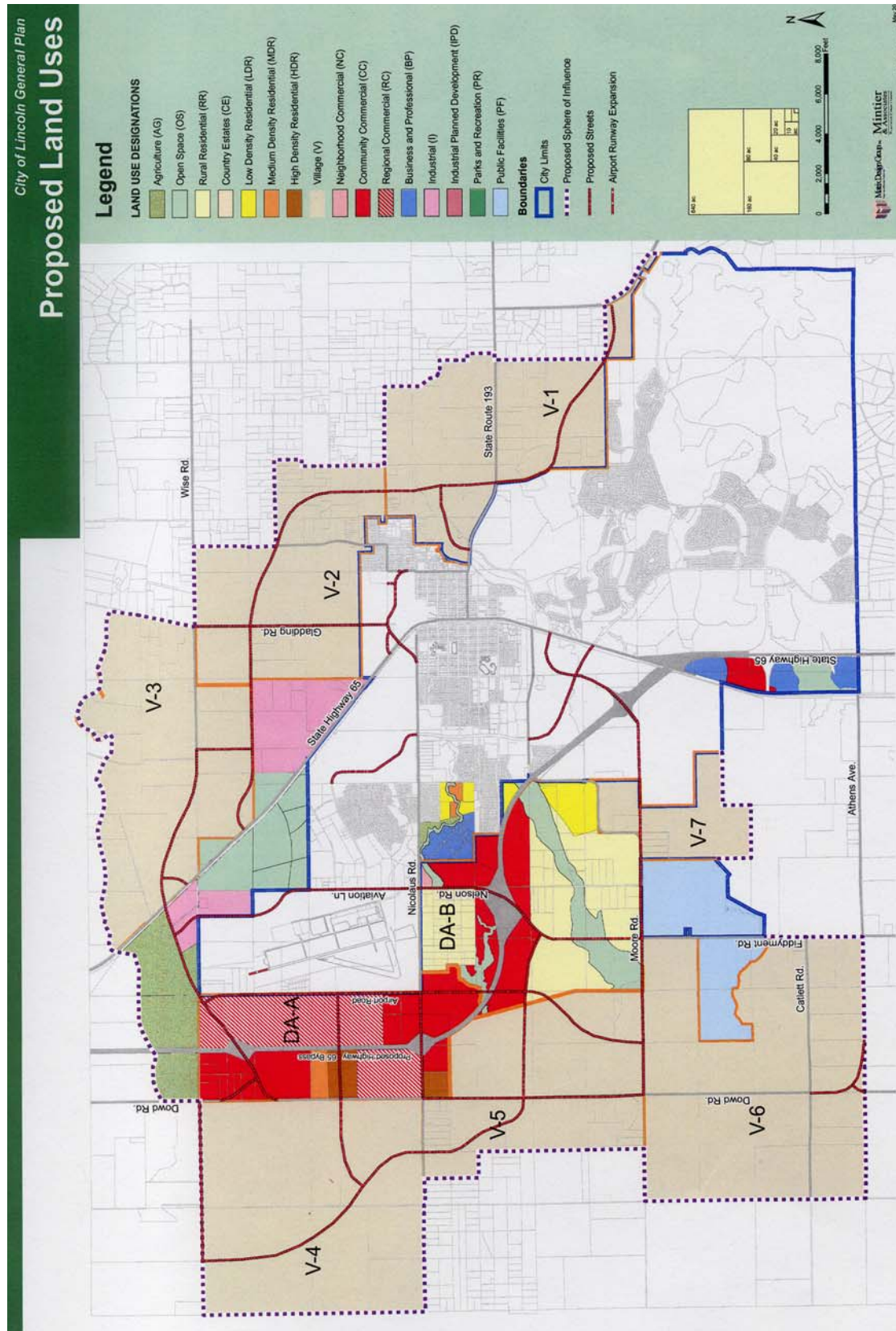
	<b>2005 *</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>
<b>El Dorado County</b>	<b>51,644</b>	<b>58,267</b>	<b>60,681</b>	<b>63,783</b>	<b>66,554</b>
<b>Placer County</b>	<b>156,237</b>	<b>180,607</b>	<b>200,734</b>	<b>220,365</b>	<b>239,978</b>
Unincorporated Placer County	50,221	54,127	54,817	55,329	55,279
Auburn	13,417	14,661	15,035	15,405	15,647
Colfax	767	1,054	1,314	1,606	1,918
Lincoln	6,158	8,354	10,499	12,818	15,285
Rocklin	15,003	17,349	19,541	21,585	23,642
Roseville	66,250	80,211	94,649	108,668	123,224

	2005 *	2010	2015	2020	2025
Loomis	4,423	4,851	4,879	4,954	4,983
<b>Sacramento County</b>	<b>657,100</b>	<b>734,253</b>	<b>777,433</b>	<b>820,087</b>	<b>858,840</b>
<b>Sutter County</b>	<b>33,506</b>	<b>38,474</b>	<b>41,341</b>	<b>44,531</b>	<b>47,619</b>
Unincorporated Sutter County	9,075	10,399	10,881	11,557	12,187
Live Oak	831	1,199	1,564	1,965	2,393
Yuba City	23,600	26,877	28,896	31,009	33,038
<b>Yolo County</b>	<b>136,347</b>	<b>154,707</b>	<b>162,775</b>	<b>172,497</b>	<b>181,493</b>
<b>Yuba County</b>	<b>22,988</b>	<b>28,751</b>	<b>32,236</b>	<b>36,738</b>	<b>41,391</b>
Unincorporated Yuba County	13,641	17,833	20,405	23,839	27,435
Marysville	8,982	10,235	10,811	11,504	12,154
Wheatland	365	683	1,020	1,395	1,802
<b>Regional Total</b>	<b>1,057,823</b>	<b>1,195,059</b>	<b>1,275,200</b>	<b>1,358,000</b>	<b>1,435,875</b>

Source: <http://www.sacog.org/demographics/projections/files/split/Sacog%20Projections%20Adopted%2012.16.04%20for%20Jurisdictions%202005%20-%202025.xls>

\*Note that the base year population numbers are estimates made by the State Department of Finance's Demographic Research Unit

Figure 1-5 Proposed Land Uses Lincoln General Plan (May 2005)



### Lincoln General Plan Land Use Element

The City of Lincoln General Plan, prepared in 1988, addresses future growth within the City boundaries and in adjoining areas within the City's sphere of influence. The Planning Area includes approximately 7,776 ha (19,500 acres or 30 square miles) and is generally bordered by Athens Avenue on the south, Sierra College on the east, Fiddymont Road, the Lincoln Airport on the west and Virginia town Road/SR 65/West Wise Road on the north. The City's current General Plan was adopted in September of 1988. The Public Facilities Element was amended in October 1998 and the Housing Element was amended in 1996. The City is currently undertaking a comprehensive General Plan update. Figure 1-5 shows the proposed changes in the land use.

Table 1-11 and Table 1-12 summarize the amount of new development that is currently being proposed within the Lincoln Planning Area. Development of these areas at build-out could result in approximately 18,704 new residential units and associated commercial development. Table 1-13 quantifies the land use designations in the Lincoln General Plan.

**Table 1-11 City of Lincoln Current Projects List (2005)**

<b>Residential Projects</b>
JOINER VILLAGE Planned Development 96 Single-Family Residential Units. Project has received approval of a Tentative Parcel Map, Specific Development Plan and Development Permit, for the development of 9.47 acres located at the northeast corner of Fifth Street and Joiner Parkway.
SYCAMORE VENTURES 13 Single Family Infill Lots. Homes are under construction on Virginiatown Road and Red Leaf Way.
TWELVE BRIDGES AREA C 100 Unit Planned Development with 2 church sites on 50 acres. Project has certification of an E.I.R., a Specific Plan, General Development Plan, approval of Large and Small Lot Tentative Maps, and a Development Agreement with the City.
TWELVE BRIDGES AREA A 4,335 Unit Planned Development on 2,989 acres. Project has certification of an E.I.R., a Specific Plan, General Development Plan, approval of Large and Small Lot Tentative Maps, and a Development Agreement with the City. Several homebuilders have received Design Review approval and have begun construction.
SUN CITY LINCOLN HILLS (Twelve Bridges Area B) 6,800 Unit Planned Development on 2,945 acres. Homes are under construction. Project has certification of an E.I.R., a Specific Plan, General Development Plan, approval of Large and Small Lot Tentative Maps, and a Development Agreement with the City. To date, 6,334 homes have been completed. Project is approved as "age-restricted."
LINCOLN CROSSING 2,958 Unit Planned Development on 1,070 acres. Project has received approval of a Development Agreement, General Development Plan, Specific Development Plan/Development Permit, Large Lot Tentative Subdivision Map and Small Lot Tentative Subdivision Map. Several homebuilders have received Design Review approval and are under construction:

FOSKETT RANCH Planned Development of 323 Units on 290 acres. The project has certification of an Environmental Impact Report (EIR), and approval of the following: a General Plan amendment, a General Development Plan and Development Standards, a Vesting Small and Large Lot Tentative Subdivision Map, Specific Development Plan and Develop Permit for the project. In addition to 102 acres of low- and high-density residential land uses, the project includes 119 acres of Open Space and 58 acres of public/ quasi-public facilities. Two single-family homebuilders have received Design Review approval, and are under construction; the high-density (multi-family) parcel has received Specific Development Plan and Development Permit approval.

LINCOLN HIGHLANDS Annexation Application for 48 acres, 196 Residential Units. The City has approved an application for annexation of a parcel of land at the northeast corner of the City, Certification of a Mitigated Negative Declaration, pre-zoning of the land to R-1 single family residential, and Tentative Subdivision mapping. The City has approved these entitlements, however they are all contingent upon being successfully annexed into the City. Their annexation application is currently submitted to the Local Agency Formation Commission (L.A.F.C.O.) and awaiting a schedule for hearing.

CYPRESS MEADOWS Annexation Application for 20 acres, 84 Residential Units. The City has approved an application for annexation of a parcel of land at the northeast corner of the City, Certification of a Mitigated Negative Declaration, pre-zoning of the land to R-1 single family residential, and Tentative Subdivision mapping. The City has approved these entitlements, however they are all contingent upon being successfully annexed into the City. Their annexation application is currently submitted to the Local Agency Formation Commission (L.A.F.C.O.) and awaiting a schedule for hearing.

WESTERN PLACER EDUCATION FOUNDATION 71-lot single-family homes. The City has approved an amendment to the General Plan, Twelve Bridges Specific Plan and General Development Plan for the Rezone of approximately 26 acres within the southeastern portion of the Twelve Bridges Specific Plan Area A and approvals of a Specific Development Plan/Development Permit and Vesting Tentative Subdivision Map for 71 residential lots.

THREE D SOUTH 185 1ot subdivision on 69.9 acres. The City has approved a General Plan Amendment, Specific Plan Amendment, General Development Plan Amendment, Tentative Subdivision Map, and Specific Development Plan and Development Permit, as well as Design Review approval for the construction of homes on 69.9 acres located along Moore Road, adjacent to and west of the future SR 65 Bypass.

AITKEN RANCH Planned Development of 472 Units on 156 Acres. The City has approved an application for various entitlements including certification of a Final EIR, General Plan Amendment, Rezoning, Adoption of a General Development Plan, Adoptions of a Large- and Small-lot Tentative Subdivision Map, and Specific Development Plan/Development Permit The project is bordered by the Lincoln Crossing Development to the north, south and east with Moore Road to the west. The homebuilder Signature Properties has received Design Review approval for Sorrento, Village I.

LAKESIDE 6 Planned Development of 706 Residential Units on 105 acres. The City has approved an application for various entitlements including certification of a Mitigated Negative Declaration, General Plan Amendment, General Development Plan Amendment, re-zoning of the land from Limited Light Industrial (LLI) to Residential (RD-5 and RD-20), and Tentative Subdivision mapping are all part of the entitlement process.



<b>Commercial &amp; Industrial Projects</b>
BUTTERFIELD BUILDING RENOVATIONS Historic Building Renovations. Project has Design Review approval and building permits for various phases and tenant improvements for the building located on the west side of " G" Street, between Fourth and Fifth Streets. The buildings will be enhanced for retail/ commercial uses and will include multiple tenant spaces and an indoor parking area.
LINCOLN VILLAGE SHOPPING CENTER New Shopping Center. Project has approval of a Specific Development Plan and Development Permit for an approximately 86,760 sq.ft. shopping center. The project is located on 10.1 acres south of Twelve Bridges Drive between East Lincoln Parkway and Fieldstone Drive. Construction is currently underway.
CHEVRON STATION, TWELVE BRIDGES New Gasoline Station, Convenience Store, and Carwash. Project has received approval of a Specific Development Plan and Development Permit as well as a Conditional Use Permit for the 2,945 sq.ft. gas station, mini-mart, and carwash. The project is located on the southwest corner of Twelve Bridges Drive and East Lincoln Parkway within the proposed Lincoln Village Shopping Center and is currently under construction.
STERLING POINTE SHOPPING CENTER New Shopping Center with Supermarket Anchor. Project has approval for a Conditional Use Permit, Specific Development Plan and Development Permit, and Design Review of a 144,000 sq.ft. shopping center with supermarket, outbuildings, restaurants a gas station and associated improvements. The project is located on the northeast corner of SR 65 and Sterling Parkway. Construction is currently underway.
PARKWAY POINTE SHOPPING CENTER New Shopping Center. Project has approval for Specific Development Plan, Development Permit and Tentative Parcel Map for a 179,800 sq.ft. Shopping Center And Associated Improvements. The project is located on the south corner of Sterling Parkway and East Lincoln Parkway.
LINCOLN GATEWAY 18.14 acres of Mixed-Use Property. The proposed project involves a variety of retail, commercial, office, and housing land uses at the corner of SR 65 and First Street. A new post office will be constructed on the Business/Professional portion of the project. The residential portion of the project has been approved for 51 single-family homes.
NICOLAUS RETAIL CENTER Commercial Retail Center. The project has approval of a Specific Plan and Development Permit for two retail buildings and one pad building (the pad building requires Design Review) which totals 20,400 sq.ft. of commercial/ retail building on 2.3 acres adjacent to the previously approved Tower Market on the corner of Nicolaus Road and Lakeside Drive. Construction is underway.
LINCOLN COMMERCIAL CENTER New Shopping Center. Project has approval of a Specific Development Plan and Development Permit for an approximately 118, 763 sq.ft. shopping center with in-line shops, drive-thru restaurant, gas station and several satellite buildings. The project is located on 13.3 acres northwest corner of Twelve Bridges Drive and East Lincoln Parkway.
LINCOLN PRODUCE New 10,700 ft 2 Market and Office Area. Project has Design Review approval for the construction of 10,700 sq.ft. retail building with office space and associated parking lot and landscaping. The building is currently under construction in the northwest corner of East Avenue and McBean Park Drive.
ZISK OFFICE BUILDING Residential conversion to Office space. Project has Design Review approval for the conversion, addition and alteration of an existing tri-plex located at 304 "F" Street into an office building. The project is under construction.
FARRINGTON OFFICE BUILDING New Office Building. Project has Design Review approval for the demolition of an existing residence and construction of a new 8,050 sq.ft. two-story office building at 191"F" Street The building is currently under construction.

CATTA VERDERA COUNTRY CLUB New Private Country Club. The project has approval of a Specific Plan and Development Permit for a 27,000 sq.ft. country club to be located at the easterly terminus of Catta Verdera with access off of Twelve Bridges Drive. (Formerly known as the Twelve Bridges Golf Course.) Construction is underway.
LINCOLN 270 Annexation Application for 278 acres. The City is processing a Draft Environmental Impact Report EIR for the annexation of 278 acres of land located between SR 65 to the east and Industrial Boulevard to the west, bisected by Twelve Bridges Drive. The project is still in the early stages of development.
HOME DEPOT New 106,507 sq.ft. Commercial Building with a 34,646 sq.ft. Outdoor Garden Center. Project has approval of a Specific Development Plan and Development Permit of a 106,507 sq. ft. Home Depot which includes 102,083 sq.ft. of retail area, 2,156 sq.ft. of Professional Will-call area and 2,268 sq.ft. of building material storage area, with a 34,646 sq.ft. outdoor garden center to be located just north of the crossroads of the future SR 65 Bypass and existing SR 65 within Lincoln Crossing. The project is currently under construction.
VOLEN COMMERCIAL BUILDINGS Two new 2-Story 5,032 sq.ft. Commercial Buildings. Project has Design Review approval for the construction of two 1-story 5,032 sq.ft. buildings with office and commercial uses. The proposed buildings are to be located on the east side of "G" Street approximately 100 feet south of Second Street on three vacant lots.
LAVALLEE OFFICE BUILDING New 1,404 sq.ft. Office/Retail Building. Project has Design Review approval for the construction of a 1,404 sq.ft. single-story building located mid-block on the east side of "F" Street between Fifth and Sixth Streets.
<b>Other</b>
ST. JOSEPH'S CATHOLIC CHURCH New 20,851 sq.ft. church. Project has approval of a Specific Development Plan and Development Permit for a 20,851 sq.ft. church building, 4,795 sq.ft. administration building and the subsequent phased additions of associated building and school facilities, in addition to a Conditional Use Permit to allow the steeple to exceed the 50 ft height limit located south of SR 193 along and to the west of Oak Tree Lane.
KAISER PERMANENTE New 75,138 sq.ft. Medical Office Building. Project has approval of a Specific Development Plan and Development Permit for a 2-story 75,138 sq.ft. "community oriented" Medical and Office Building and associated improvements on approximately 10-acres of Employment District (EC-1) land located north of Twelve Bridges Drive and east of SR 65 within the Twelve Bridges Main Village Area. The building has approximately 3,291 sq.ft. set aside for optical sales and approximately 4,171 sq.ft. for an outpatient pharmacy.

**Table 1-12 Planned Developments Summary**

<b><i>Twelve Bridges/Sun City Lincoln Hills</i></b>		<b><i>Lincoln Crossing</i></b>	
Total Acreage:	5,985 ± acres	Total Acreage:	1,069 ± acres
Residential:	2,861 ± acres	Residential:	622 ± acres
	11,235 units		2,958 units
Commercial:	130 ± acres	Commercial:	43 ± acres
Employment Center:	71 ± acres	Open Space/Recreational:	316 ± acres
Open Space/Recreational	2,648 ± acres	Infrastructure:	88 ± acres
<b><i>Three D</i></b>		<b><i>Sterling Pointe</i></b>	
Total Acreage:	104 acres	Total Acreage:	76 ± acres
Residential:	70 acres	Commercial:	54± acres
Open Space/Recreational:	20 ± acres	Natural Preserve:	16± acres
SR 65 Bypass:	13 ± acres	Infrastructure:	6 ± acres

<b>Foskett Ranch</b>			<b>Aitken Ranch</b>		
Total Acreage:	291 acres		Total Acreage:	156 ± acres	
Residential:	96 ± acres		Residential		
	501 units		Low Density:	125 ± acres	
Open Space Preserve:	123.2 ± acres			472 units	
Light Industrial/Commercial	15.1 acres		High Density:	6 ± acres	
School:	3.1 acres		Open Space/recreational:	25 ± acres	
Public Lands:	43.2 acres				

Updated 6/22/05, Community Development Department.

Source: <http://www.ci.lincoln.ca.us/pagedownloads/Current%20Projects%205-3-05.pdf>

The Lincoln General Plan anticipates an increase in the population of Lincoln to anywhere between 19,000 to 39,000 by the year 2010. In 1988, about six square miles (20 percent) of the planning area were developed with residential, industrial, commercial or other developed uses. To accommodate the anticipated growth, the current General Plan designates approximately 35.4 km<sup>2</sup> (22 mi<sup>2</sup>) (73 percent) of the Planning Area under these uses (including 12.2 km<sup>2</sup> [7.6 mi<sup>2</sup>] designated as urban reserve). The remaining eight square miles (approximately) are designated to remain in agricultural uses including crop production and rangeland. This area is predominantly in the southwest portion of the planning area.

**Table 1-13 Lincoln General Plan Land Use Summary**

	Southwest			Southeast			West Lincoln City Core			Northeast			North		
	DU	AC	DEN	DU	AC	DEN	DU	AC	DEN	DU	AC	DEN	DU	AC	DEN
Low Density	2072	448.14	4.62	8,266	2554.7	3.24	2,456	574.0	4.28	1,775	510	3.48	~	~	~
Med. Density	744	101.37	7.34	1,585	250.8	6.32	1,226	163	7.52	~	~	~	~	~	~
High Density	464	23.20	20	1,200	87.2	13.76	768	40.0	19.20	~	~	~	~	~	~
Total Res.	3,280	572.71	5.73	11,051	2892.7	3.82	4,450	777.00	5.73	1,775	510	3.48	~	~	~
Industrial	~	268		~	101.6		~	1121		~	~	~	343	~	~
N. C.	~	~	~	~	46.9	~	~	17.7		~	~	~	~	~	~
Gen. Comm.	~	27.7	~	~	120.9	~	~	64.3	~	~	~	~	~	~	~
B/ P	~	14.47	~	~	2.00	~	~	12.0	~	~	~	~	~	~	~
Open Space	~	301.1	~	~	1745.3	~	~	118.1	~	~	65	~	~	~	~
School	~	34.2	~	~	95.1	~	~	90.1	~	~	14	~	~	~	~
Other Public	~	13.4	~	~	16.7	~	~	310.5	~	~	~	~	~	~	~
Parks	~	44.1	~	~	154.8	~	~	65.9	~	~	24	~	~	~	~
Golf Course	~	161.78	~	~	645.7	~	~	~	~	~	~	~	~	~	~
Total	1,437.46			5,821.68			2,576.60			613			343		

DU: Dwelling Units

AC: Acres

DEN: Density (dwelling units per acre)

NC: Neighborhood Commercial  
(Lincoln, April 1994)

BP: Business/Professional

Gen. Comm.: General Commercial

**Placer County General Plan Land Use Element**

The SR 65 Lincoln Bypass Study Area lies partially within the City of Lincoln and partially within unincorporated Placer County. Current land use in this portion of Placer County is predominantly agriculture. According to the 1994 County General Plan land use map (updated in 1997), planned land use in the Lincoln area will remain predominantly agricultural for the 10- to 20-year General Plan planning horizon. However, due to the rapid growth in the Lincoln area, land speculation outside the Lincoln sphere of influence has occurred.

Placer County has implemented the Placer Legacy Project. The Placer Legacy Project is intended to develop specific, economically viable implementation programs that focus on the preservation of open spaces in order to maintain the abundance of the existing diverse natural habitats while supporting the economic viability of the County and enhancing property values. The Citizens Advisory Committee, the Interagency Working Group and the Scientific Working Group all work under the umbrella of the Placer Legacy to develop programs where no programs currently exist and strengthen existing programs.

**Sutter County General Plan Land Use Element**

The total county area in Sutter County is 389,489 acres. This acreage includes farmland and grazing land (agricultural), urban and built land, and other land and water areas. As with many of the counties in the central valley, the pace of urbanization in Sutter County from 1998-2000 increased compared to 1996-98, and a significant amount of farmland was reclassified as being non-cultivated according to California Department of Conservation.

In 1998, 355,920 acres were classified as agricultural and accounted for 91% of the total acreage in Sutter County. In 2000, the amount of land reclassified from agricultural land was 3,733 in 2000. The remaining balance of 352,187 in agricultural acreage represents 90%. According to the California Department of Food and Agriculture, the gross value of Sutter County's agricultural production was nearly \$343.5 million in 2000, ranking it 21st among the state's 58 counties.

Sutter County is still predominantly agricultural and County policies, reflected in the General Plan, include preservation of agricultural uses and concentration of development around existing communities. Residential development for the area closest to Lincoln will likely be limited to the rural communities of Rio Oso and East Nicolaus/Trowbridge in the foreseeable future. Table 1-14 summarizes recent land use decisions in Sutter County.

**Table 1-14 Sutter County Land Use**

Sector	Location	Project	Stage of Development
Commercial	3275 Colusa Hwy	69,860 sf Self Storage	Planned
Commercial	6788 Colusa Hwy	3,360 sf Warehouse	Planned
Commercial	Eager Road	12,059 sf Church Multipurpose Bldg	Planned
Commercial	1268 Stewart Road	96,000 sf Mini-Storage	Under Construction
Commercial	1265 Hunn Road	7,000sf Car Wash	Completed
Commercial	1258 O'Banion Road	7,200 sf Trucking Business	Completed
Commercial	3079 Riviera Road	3,400 sf Veterinary Clinic	Completed
Office	3593 Pennington Road	3,312 sf Office Building	Planned
Office	Live Oak Blvd.	64,866 sf Government Office Bldg	Planned
Industrial	Seymour & Knights Road	27,200 sf Warehouse/Greenhouse	Planned
Education	El Margarita Road	New High School	Under Construction

Source: Economic Development Corporation @ <http://www.ysedc.org/>

The General Plan designates up to 1417.5 ha (3,500 ac) of the southern portion of the County, adjacent to Sacramento County, for future industrial/commercial development. This area is so designated because of its proximity to transportation corridors (SR 70 and 99) and the Sacramento Airport.

### Unincorporated Yuba County

The Yuba County General Plan, adopted in 1996, addresses a 20-year planning horizon. The 1995 population was estimated at 64,096. This population is expected to grow to 95,000 by 2015. Yuba County includes the incorporated city of Wheatland and the unincorporated communities of Olivehurst and Linda. Table 1-15 describes land use decisions made by Yuba County. Most future growth is expected to occur within these established communities.

**Table 1-15 Developments in Yuba County**

Sector	Location	Project	Stage of Development
Commercial	Linda	Wal-Mart 150,000 sf retail center	Completed
Industrial	Yuba County Airport	Siller Brothers 10,000 sf hangar	Planned
Industrial	Yuba County Airport	PFI /Bolin 4-acre Storage Yard	Planned

Sector	Location	Project	Stage of Development
Industrial	Yuba County Airport	Century Cedar Log Homes, 10,000 sf manufacturing facility	Planned
Industrial	Yuba County Airport	Schmidt Construction 20,000+ sf jet service facility	Planned
Industrial	Yuba County Airport	Protégé Builders 10,000 sf manufacturing facility	Planned
Industrial	Yuba County Airport	Concrete Inc. 10,000 sf facility	Planned
Industrial	Yuba County Airport	Patterson Construction 10,000 sf manufacturing facility	Planned
Industrial	Yuba County Airport	8-7,000 sf warehouse/light industrial bldgs.	Under Construction
Industrial	Yuba County Airport	D & D Cabinets 70,000 sf manufacturing facility	Under Construction
Industrial	Yuba County Airport	20,000 sf corporate hangar for 6 aircraft	Completed
Industrial	Feather River Blvd.	Shoei Foods 30,000 sf warehouse expansion	Completed
Industrial	Yuba County Airport	Hanson Truss 30,000 sf manufacturing facility	Completed
Residential	North Arboga	Crossroads 148 units	Planned
Residential	East Linda	Spring View Estates 470 units	Planned
Residential	Linda	East Linda Estates 23 units	Planned
Residential	North Arboga	Housing Project 383 units	Planned
Residential	Olivehurst	Housing Project 8 units	Planned
Residential	Plumas Lake	Housing Project 234 units	Planned
Residential	Plumas Lake	Draper Ranch South 238 units	Planned
Residential	North Arboga	Draper Ranch North 590 units	Planned
Residential	Loma Rica/Browns Valley	Housing Project 31 units	Planned
Residential	North Arboga	Thoroughbred Acres 492 units	Planned
Residential	East Linda	Butler Estates 204 units	Planned
Residential	Linda	College Park 66 units	Planned
Residential	Plumas Lake	Fairway Downs West 44 units	Planned
Residential	Plumas Lake	Wheeler Ranch Partners 1140 units	Planned
Residential	Plumas Lake	Woodside Village 590 units	Planned
Residential	North Arboga	Pheasant Pointe 125 units	Planned
Residential	Plumas Lake	Riverside Meadows 878 units	Planned

Sector	Location	Project	Stage of Development
Residential	Plumas Lake	Fairway Downs West 44 units	Planned
Residential	Plumas Lake	Rio Del Oro 1581 units	Planned
Residential	Plumas Lake	The Greens 20 units	Planned
Residential	East Linda	College View 86 units	Planned
Residential	Plumas Lake	Creekside Village 159 units	Planned
Residential	Browns Valley	Housing Project 32 units	Planned
Residential	Plumas Lake	Sawyer's Landing 205 units	Planned
Residential	East Linda	Rothwell Estates 44 units	Planned
Residential	Plumas Lake	The Meadows 383 units	Planned
Residential	East Linda	Sierra Vista 108 units	Planned
Residential	Linda	Normandy Estates 13 units	Planned
Residential	North Arboga	Mapleton 180 units	Planned
Residential	Linda	Martha Estates 14 units	Planned
Residential	Plumas Lake	River Oaks North 107 units	Planned
Residential	East Linda	Quail Hollow 183 units	Planned
Residential	East Linda	Sutter Meadows at Edgewater 1358 units	Under Construction
Residential	North Arboga	River Glen 294 units	Under Construction

Source: Economic Development Corporation @ <http://www.ysedc.org/>

At General Plan build-out, about 49,005 ha (121,000 ac) would be under Valley Agriculture use. The General Plan calls for retaining agriculture as the primary land use in this area and protecting the agricultural community from encroachments that “would be injurious to the physical and economic well being of the agricultural community.” The Yuba River corridor lies along the northern boundary of the Community Impact Study Area. (See Section 3-11 in Chapter 3) The General Plan calls for maintaining this open space corridor while accommodating compatible recreation and wildlife uses.

The Yuba County General Plan anticipates highway improvement projects, including improvements to SR 70 and the SR 65 bypass around the City of Wheatland.

### City of Wheatland

The City of Wheatland, located on SR 65 about 1.6 km (1 mi) north of the Bear River, had an estimated population of about 3,180 in January 2004. (Source: California

Dept. of Finance, E-1 City/County Population Estimates, May 2004) Beale Air Force Base, located about 12.9 km (8 mi) northeast of Wheatland, has had a major influence on the growth of Wheatland and all of Yuba County.

The dominant land use in the Wheatland area is agriculture, primarily irrigated crops and orchards. The Wheatland General Plan (1980) recognizes the importance of agriculture to this rural community and sets goals of preserving the highest quality agricultural lands for agriculture and open space uses. Rivers, creeks and sloughs are also recognized as valuable resources and are designated for conservation and protection from urbanization.

In response to increasing development pressure in the early 1990s, the City of Wheatland prepared a 1995 Specific Plan to address future development of approximately 86.7 ha (214 ac) of vacant land within the northern half of the City. Full build-out of the Specific Plan area would yield a theoretical population of about 5,000 people within the current Wheatland city limits. The Wheatland General Plan anticipates construction of a freeway bypass of the city.

In 2004, there were 204 ha (504 ac) of land within the city limits (increases in acreage due to land annexations). Land uses are identified as single family residential, multi-family residential, commercial, industrial, public, parks, roads and infrastructure, and vacant. The following table lists acreages of existing land use within the City of Wheatland.

**Table 1-16 Acreages of the City of Wheatland Existing Land Uses**

<b>Land Use Designations</b>	<b>Acres</b>	<b>Percent Total</b>
Single Family Residential	201.92	40%
Multi-Family Residential	22.54	4%
Commercial	16.94	3%
Industrial	0.79	1%
Public	87.71	17%
Parks	9.45	2%
Roads and Infrastructure	81.63	16%
Vacant	83.04	17%
<b>Total</b>	<b>504.02</b>	<b>100%</b>

Based on GIS database information, 2004. General Plan Update, Public Review Draft Background Report, July 2, 2004.

<http://www.jlmintier.com/wheatland.htm>

Although the 1980 General Plan anticipates capacity for 5,500 people within the city limits, the City anticipates growth that will require future annexations. The City of Wheatland is currently undergoing a General Plan update and is anticipated to have this document completed by the end of 2005. The Yuba County General Plan designates all of the unincorporated land within the Wheatland General Plan Update Study Area as



Valley Agriculture. The General Plan anticipates replacing this designation with designations that are consistent with the City's designations, when the City of Wheatland adopts its updated plan.

The City of Wheatland's Sphere of Influence (ultimate size) is 2 miles north of the Bear River and 7 miles between Camp Far West Road and ACE Hardware, which is approximately 10,000 acres. The City's current General Plan was completed in 1980 with updates to the Land Use and Circulation Elements in 1986. The Housing Element was updated in 1992. In 1990, the City completed a Specific Plan for the vacant parcels within the City limits.

The City of Wheatland current incorporated area is approximately 500 acres. The 1980 Wheatland General Plan projected development potential of 1, 500 dwelling units with a projected population of 4,300. As of December 31, 2003, Wheatland had 1,163 residential dwelling units based on a City Public Works Department's Residential Survey dated May 2003 and building permits issued from May 2003 through December 2003. The City of Wheatland is experiencing a considerable amount of population growth and is anticipating this trend will continue for the next few years. Figure 1-6 shows the preferred land use alternative as found in the Wheatland General Plan Update. Table 1-17 gives the reader a sense of Wheatland in comparison to Yuba County and Marysville.

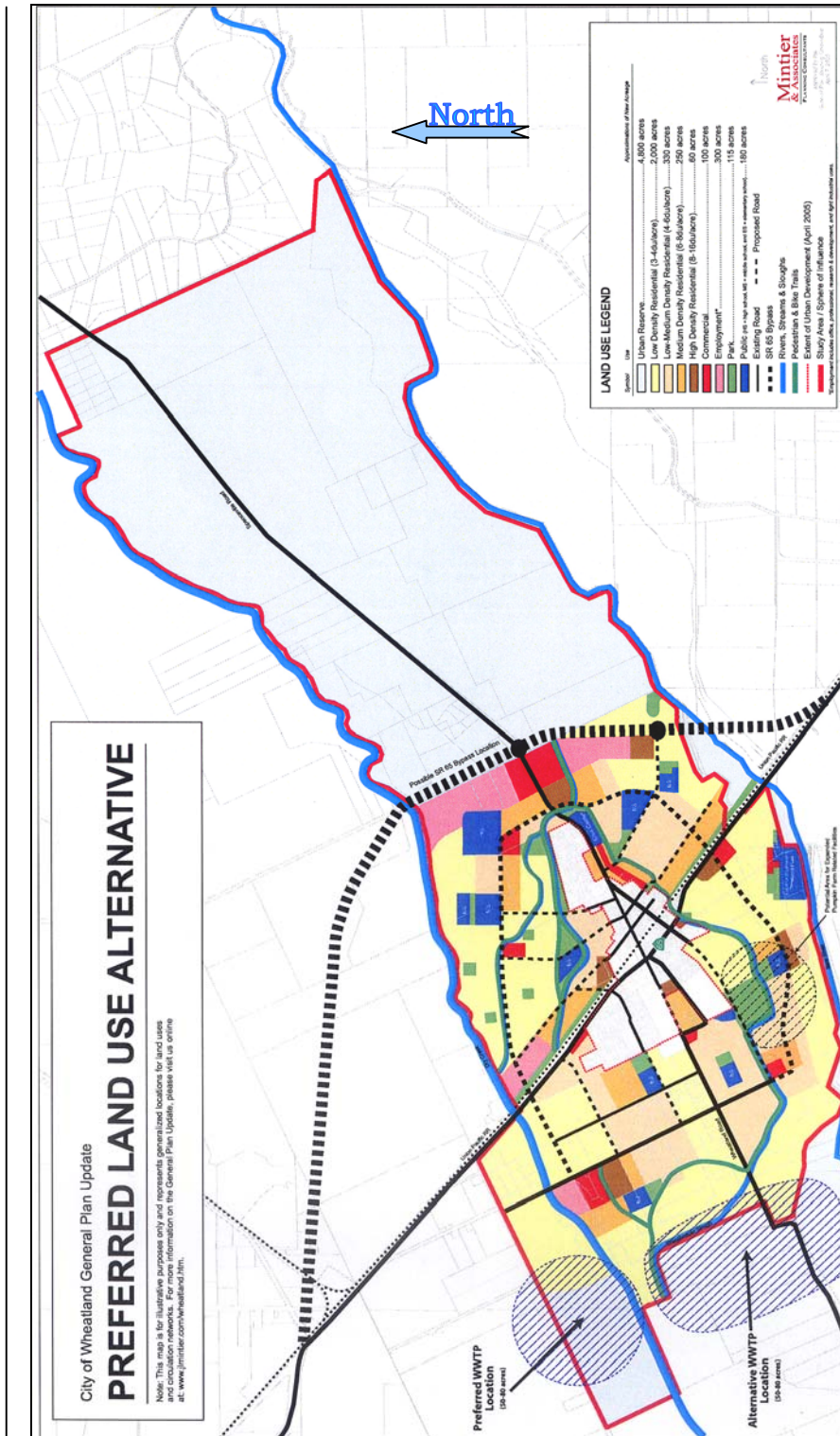
**Table 1-17 Wheatland in comparison to Yuba County and Marysville**

	Population <sup>1</sup>	Housing <sup>1</sup>	Persons Per Household <sup>1</sup>
County of Yuba <sup>2</sup>	47,646	17,165	3.040
City of Marysville	12,512	5,005	2.537
City of Wheatland	2,689	945	2.958
Total	62,847	23,115	2.924

<sup>1</sup> Source CA Dept of Finance E5 Estimates dated 1-1-03,

<sup>2</sup> Unincorporated Development Activity

Figure 1-6 Preferred Land Use, Wheatland General Plan Update



**Table 1-18** Developments in the City Of Wheatland (June 2005, from Yuba/Sutter Economic Development Corporation)

Sector	Location	Project	Stage of Development
Commercial	NW corner of SR 65 and McDevitt Dr.	Settlers Village, 45560 sf	Planned
Residential	North of the terminus of E Street and Nichols Drive	Nichols Ranch Residential & Commercial project - 485 ac	Planned
Residential	North of Wheatland Ranch	Powell Estates - 100 ac	Planned
Residential	South of Jones Ranch	JTS Communities - 179 ac	Planned
Residential	West of Almond Estates. North and south of Wheatland Road	Wheatland Ventures LLC - 285 ac	Planned
Residential	Southwest of Jones Ranch	C. W. Stineman & Sons – 100 ac	Planned
Residential	West of Heritage Oaks	James Sohrakoff - 99 ac	Planned
Residential	Southside of Wheatland Road between High School and ACE Hardware	Jones Ranch - 552 units on 191 ac	Permitted
Residential/ Commercial	Westside of SR 65 between Main St. and Bear River	Heritage Oaks Estates - 778 units & 120,000 sf commercial - 234 ac	Permitted
Residential	Westside of SR 65, north of Evergreen Dr	Almond Estates - 169 units- 45.5 ac	Permitted
Residential	McDevitt Dr & Spruce Ave	Park Place - 201 units - 52.46 ac	Completed
Residential	Rose Avenue and Star Ct/Wolf Ct	Premier Grove - 49 units -9.9 ac	Completed
Residential	North side of Main Street at McCurry Street	Wheatland Ranch 188 units - 47.06 ac	Completed
Residential	NE of Wheatland	Wilson Ranch, 1,500 ac	Planned
Education		Bear River Middle School 940 Students	Planned

Source: Yuba Sutter Economic Development Corporation <http://www.ysedc.org/>

### 1.3.13 Flooding and Route closure

Temporary closures of SR 65 occurred approximately 41 times between 1980 and 2003 due to maintenance activities (4 times), flooding (7 times), vehicle collisions (24 times), railroad maintenance/derailment (2 times), and 4 times for other miscellaneous activities.

The proposed route goes through areas subject to flooding. Flooding has occurred within the city limits of Lincoln, primarily around Sixth Street during the flooding in

1990, 1995 and 1997. While this project would not prevent flooding in the town of Lincoln, it would provide an alternative route in the event that the existing SR 65 is closed again due to flooding. The proposed project will be designed and constructed with the flooding potential in mind to avoid the possibility of a flood closure on the bypass. See Section 4.8 in Chapter 4 for more information on floodplain encroachment.

**Table 1-19 Route Closures**

<b>Postmile</b>	<b>Location</b>	<b>Reason</b>	<b>Duration of Closure</b>
9.5/12.8	Sunset and Industrial Ave.	Pipe bomb	1.3 hours
9.5/12.9	Between Placer Blvd. and Industrial Avenue	Accident-eight fatalities	4 hours
9.5/13.0	Sunset Blvd. to Industrial Ave.	Road rehabilitation	2.5 hours
9.5/13.7	Sunset to SR 193	Flooding	6.75 hours
12.0	One mile north of Lincoln	Accident	0.5 hour
12.3	One mile south of Lincoln	Truck accident, two fatalities	3.2 hours
12.8	South of Lincoln	Accident- one fatality	3 hours
12.8	Industrial Avenue	Accident-two fatalities	0.5 hour
13.1	Moore Rd.	Flooding	1.4 hours
13.1	Moore Rd.	Accident-one fatality	2.5 hours
13.1	Moore Rd.	Accident	1.1 hours
13.4	1 <sup>st</sup> St.	Accident	2 hours
13.4	1 <sup>st</sup> St.	Truck accident	2 hours
13.7	Junction of SR 193	Truck accident	1.25 hours
13.7	Junction of SR 193	Drill testing. Planned closure	12 hours
13.7	Junction of SR 193	Flooding	2.5 hours
13.8/14.0	Between 4 <sup>th</sup> and 5 <sup>th</sup> St.	Filming a movie	5.5 hours
13.8/14.0	Between 4 <sup>th</sup> and 5 <sup>th</sup> St.	Southern Pacific RR realigning a spur track.	6.75 hours
13.8	5 <sup>th</sup> St.	Hazardous waste spill	7.5 hours
13.8	5 <sup>th</sup> St.	Ruptured water main.	1.1 hours
13.9	6 <sup>th</sup> St.	Flooding	4.5 hours
13.9	6 <sup>th</sup> St.	Flooding	3.75 hours
13.9	6 <sup>th</sup> St.	Flooding	2.25 hours
14.4	Gladding Rd.	Accident	0.5 hour
14.4	Gladding Rd.	Accident –one fatality	2.75 hours
17.3/21.6	3-7 miles south of Lincoln	Accident, two fatalities	1.6 hours
20.9/21.7	Sheridan Rail Road crossing	Train derailment	2.5 hours
21.5	Bear River Bridge	Accident	1.3 hours
21.6	South of Sheridan	Four vehicle accident	1.5 hours
22.9	2 miles south of Wheatland	Accident, one fatality	1 hour
23.4	South Beale Rd.	Major flood in Linda	16.3 hours